TEAM HONDA IRON-ON DECAL INSIDE!

CYCLE NEWS®

WEST

Volume XII : Number 16 : April 29, 1975 50¢

SPEEDWAY IS BACK!!

IMPRESSIONS:
YAMAHA MX400
SUZUKI RM125

MIKKOLA,
DeCOSTER &
THE SWISS CHEESE
CHAMPIONSHIP

SUNSHINE
SAN JOSE

NEWSPAPER

Road Atlanta Nat'l canceled

WESTERVILLE, OH., APR. 21
Purse negotiations for the American Motorcycle Association Camel Pro Series road race at Road Atlanta in Gainesville, Georgia, have failed to produce a satisfactory arrangement and the June 1 event has been canceled by promoter Dave Sloyer. Sloyer's decision followed a telephone conference with AMA Director of Competition Bill Boyce and the AMA Grand National Championship Committee, which voted not to run the event for less than a $25,000 guaranteed purse.

Road Atlanta originally requested a Camel Pro Series event carrying a $20,000 purse, $7,000 under the established minimum for a National road race. AMA Grand National Committee members refused the request and Sloyer later agreed to a compromise $25,000 event.

However, the promoter subsequently withdrew the $25,000 offer, reverted to the $20,000 guarantee and refused to go any higher.

"We are always willing to negotiate with promoters and to take into consideration their unique situations and problems," said Boyce, who serves as chairman of the Grand National Committee, stated.

"But at a time when the future of road racing in American is under serious consideration, the Committee did not feel it would be in the best interest of all parties to reduce the purse guarantee for a National Championship event to an amount $7,000 below the accepted minimum.

Boyce continued, "Changes in the AMA road racing format seem inevitable for the future and one of the changes receiving considerable attention is a proposal to organize more races with less purse money per race. That may offer a solution to road racing's dilemma, but any such decision will be made based on input from all parties involved and by vote of the Professional Rules Committee. It will not be made based on the demands of a promoter who agreed in writing to a $25,000 purse and then subsequently attempted to have that amount reduced."

Cancellation of the Road Atlanta event leaves a 20-race Camel Pro Series with nearly three-quarters of $1 million offered in purse, point fund and contingency awards.

Jaroslav Falta (CZ) swept to victory in both motos of the Austrian 250 Grand Prix followed by many time World Champion Joel Robert (Suz). In the second moto Willi Bauer (Suz) managed to slip between the Falta-Robert duo to score third overall points for the two motos. Bultaco's Jim Pomeroy put together two excellent rides, a sixth in the first round followed by a fifth in the second, to score a fifth overall. It was Pomeroy's best performance in Grand Prix competition in some time. This year's young motocross sensation, Harry Everts (Puc), posted a third place score in the first moto, but dropped out of the top ten finishers in the final round. Full coverage next week, provided the mail ponies don't get tired.

Dick Burleson added the Post National Enduro to his victory crown last weekend as he defeated a field of mostly Texas riders as the national names moved on to the two day qualifier in Alabama. The event, held in the small town of, you guessed it, Post, Texas, attracted a 460 rider strong field to compete in the 116 mile long event.

Watch for Telesco to come out with their new "Hydro-Bag" gas shock in the near future. Jim Pomeroy is said to be checking them out now in testing sessions. What Papa can't figure out is the "Hydro-Bag" name. Are they water dampers?

THE LATEST POOP BY PAPA WEALEY

Different strokes for rich folks

Breaking with Ducati tradition are a parallel twin (above) and a KTM-inspired two stroke enduro (below). The roadburner (also available as a 350 with single front disc) features chain cam drive and might also appear in a Desmo version. The 125 two-smogger has chrome bore, six-speed gearbox and a humongous price tag. Family resemblance goes deeper than the name, as common tooling is used to produce primary drive and gearbox components on all three new Ducklings.

PHOTOS COURTESY MOTOR CYCLE NEWS

Giacomo Agostini (Yam) scored his first 350cc GP win with a 10 second victory over Johnny Cecotto (Yam) in the April 20 Spanish GP. In 250cc action Walter Villa (H-D) was the victor over Patrick Pons (Yam). Paolo Pileri (Mor) took the 125cc class and Angel Nieto (Kre) topped the 50cc division. 500cc and Sidecar rounds were not scheduled.

Kevin LaVoie (Oss) took the overall win at the April 19-20 Alabama Two-Day ISDT Qualifier. Class winners were Dane Leimbach (Pen) 100cc; Dennis Vandecar (Pen) 200cc; Don Cutler (Oss) 250cc; LaVoie 350cc; Frank Gallo (Hus) Open. The LaVoier, Cutler and Max Markowitz Ossa team took the Manufacturers Team award. Complete coverage next week.

Husqvarna International Training Center is offering a special one day motocross clinic for HSMXers at Carlsbad, California. Price on the clinic will be $17.50, effective May 13 through June 14. Check with your counselor – it may qualify as a field trip for credit. More info at (714) 744-2161.

Pork Chop makes good! The sectioned Harley speedway Sportster featured in our end-of-year issue, with Denis Porter up, took a Division Three heat win and second in the main at Costa Mesa's opening night.

And another opening night surprise – an involuntary Huffman Hop. Seems some chick grabbed Larry's behind to see if his leathers were real – and got more than leathers.

HosPITal Stop – Danny Hockie will be Tom Rockwood's roommate for awhile, says Roxy. Danny suffered a broken shoulder, broken rib and punctured lung in that Ascot crash, but is said to be out of the woods and headed for recovery.

Schedule additions: Radio KOIL MX confirmed as a 250cc National for June 1, near Omaha, Nebraska, and an East-West Invitational back East, May 11 at Belpre, Ohio. That last one will make the first weeks in May busy for touring pros.

Somebody whispered in our ear that, the Shamrocks President quoted several times in Schneiders' Gambit column is Warren Cooper, not Warren Miller. Warren Miller is the producer of about a zillion ski films. Where's your head at, Ron?

Road racer Ron Pierce just bought Sprockets Park in Bakersfield, California. He'll be open for business with MX on a new course May 4, and a TT on the existing scrambles track May 11.

"I've never ridden a bike that handled so good. It was very forgiving, would straighten right up. At Daytona, they had no horsepower, but a good transmission. The seven speed made up for a lot, had a gear for every purpose. I think that's the bike to have if they get all the bugs worked out." The man talking is Ron Pierce, the machine a Kawasaki 250, and the horsepower problem too much compression causing overheating.

Kawasaki seems set to start serious developmental testing of 250 road racers with the new parallelogram rear suspension system soon, with a sorted-out version of the 210-pound mini-meanies due in time for Laguna Seca. The 240-pound, six-speed Yamahas may have something to worry about.

AMA 250 MX Champion Gary Jones will have his right leg in a cast for at least six more weeks. The leg, originally broken at Daytona, had to be re-broken by doctors recently because it was healing a tad "tweaked." Says Gary, "I'm trying as hard as I can (to get out of the cast)."

The Renold Chain people gave Rudy Galindo a chain at Daytona 1974 for his home-built "TZ" 350, and Galindo's still running it. That's 15 local races and two Daytonas on the same set of links. Either the chain is strong or Rudy's wallet is weak.

Papa spoke to Gary Jones a few days before the AFM six-hour road race, and the temporarily sidelined champion said he thought his new Can-Am 250 Enduro bike could do alright with a few changes. "I could just put on a little taillight, take off the skid plate, put a Pirelli on the front, gear it up . . ."

Filter Dynamics International, Inc., a company developing a line of mass-merchandised motorcycle parts (you'll be able to buy points for your bike in department stores, if they have it their way), may get into road racing.

Ever notice that Johnny Cecotto carries his blood type (RH+) on the front of his leathers?

Look for a National effort with an under-rated privateer of long standing getting his big break.

DKW 175s and 250s are now being imported into this country. Fichtel Sachs, the giant German conglomerate which owns DKW, may make a move to take over DKW distribution in America.

Seen in Daddy Don Jones' development shop – a whole shipment of Mexican Moto Islo motorcycles, from a trick 250 motocrosser to an unusual-looking trialer. In the U.S., Moto Islo is spelled "Cooper."

What is "half and half," and what does it have to do with going on the road with Burritto?

Why did American Honda buy a Suzuki Rotary? Why did the bike they bought from a Suzuki dealer for list price come without the kickstand installed?

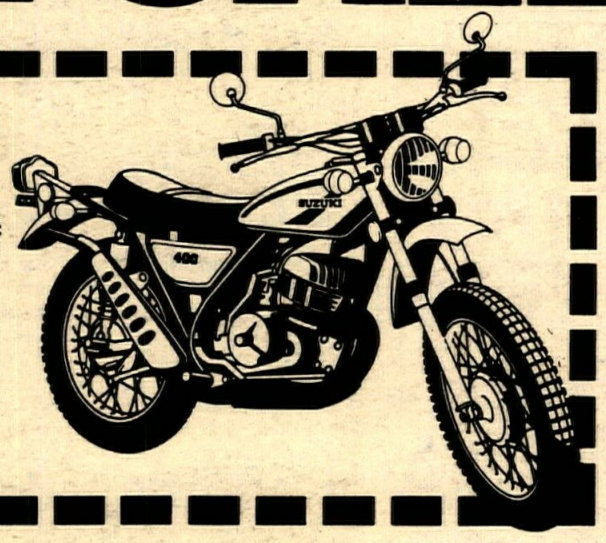
For more information on contingency money for the Cal City GP from Torque Master, you can contact them at (213) 322-4125.

Road Racers Attention: Beware of Pat Manning pit racing in his killer Volvo.

SUZUKI ADDS 2 MORE BIG BIKES TO ITS REBATE SALE

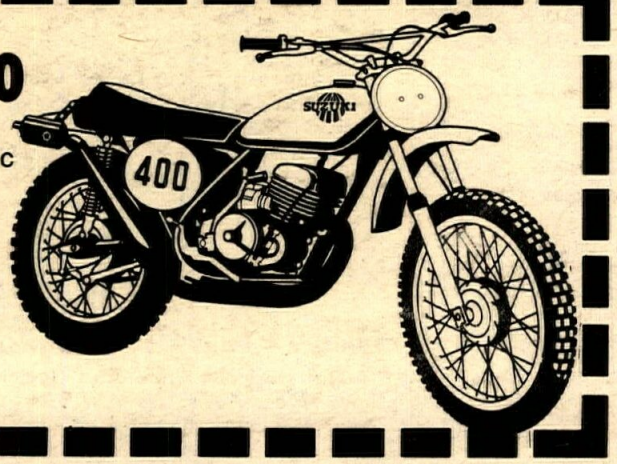
$100 REBATE

TS-400
- 33 hp
- CCI automatic lubrication
- Primary kick starter
- Pointless Electronic Ignition



$100 REBATE

TM-400
- 35 hp
- CCI automatic lubrication
- Primary kick starter
- Pointless Electronic Ignition



We're expanding the giant Suzuki $1,000,000 Rebate Sale to include $100 cash rebates on our biggest enduro and motocross machines.

That's $100.

These rebates are above and beyond any deal you can work with your Suzuki dealer.

And you'll probably be able to work out a great deal, too. For right now he's offering tremendous deals on all his '75 models. And even better deals on his remaining 74's.

So come in and wheel and deal.

From now until May 31, you can get a $100 rebate when you buy a new TS-400 and a $100 rebate on a new TM-400.

And don't forget — from now until April 30, you can get a $100 rebate when you buy a new GT-750, a $75 rebate on a new GT-550, and a $50 rebate on a new GT-380.

U.S. Suzuki Motor Corporation, SUZUKI® Santa Fe Springs, California 90670

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COVER: "Berserko" Becker crossing himself. Color by Cycle Graphics.

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Subscription
One year, second class mail $12.50; 2 years, second class mail, $22.50; 3 years, second class mail, $30.00; Single copy price, 50 cents.

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VOICES OF THE WEST

Special builders beware

I built myself a dirt bike with a $600 custom frame. I had to get a registered frame number – the CHP does this – to get my new bike a green stickie and some insurance. While I was inside CHP offices filling out forms and testing chairs they covertly put a number plate on my frame – *by drilling two holes in my downtube and riveting it on,* because "We've done it this way for years." I died several times over, and once more when the frame builder/designer said the bike was now weakened, subject to cracking at those holes, and no longer qualifies for its original life-time warranty.

I am filing a damage claim with the Board of Control for restitution (hopefully a new frame). CHP's immediate solution was to tell my friends to advise local CHP workers as to where to put these plates (check with the frame builder). CHP also assured me that they would get with some frame builders and try to find a safer solution. Don't register your bike until you check with CHP Sacramento offices (Lt. Oliver).

This problem applies to street and dirt bikes, so you must let someone know. Call, write, yell – but do it with tact and some factual information, and even state governments will listen.

Please withhold my name, as my case with the state is pending.

NAME WITHHELD

Thunder power

Commenting on Laura Maddock's complaint in which she used the alias Melissa Thunderpussy, in all my years I have never had one thunder on me. Maybe Bassani could fit a pipe to correct the situation.

MANFRED LAUXEN
alias "Thunders-on-other-side"
Anaheim, Calif.

More free publicity

The story on "Sex And Cycles," in your Cycle News, has upset one of our stuntsmen and members of the Death Riders Thrill Show and associates. Larry Mann was so upset that he has consulted a lawyer about using his name and picture.

Numerous calls and letter to this office from our clients have associated the Death Riders with your story, in the April 1st publication.

I appreciate your story on page eight, as it was very good.

I would appreciate it if Cycle News would retract the article and clear Larry Mann's name and the Death Riders Motorcycle Thrill Show, so your readers will know that we are not associated with the story, what so ever.

FLOYD C. REED SR.
President, T.N.T. Productions, Inc.
Danville, Ill.

Thanx, Floyd, sorry, Larry. The two stories were intended to contrast. They had nothing to do with each other . . . Editor

Put on or take off?

I have noticed the diminishing quantity of pages in your publication since the first of the year. I attributed this to your cost-cutting efforts in order to keep the price at its present level.

Now you have taken valuable space, wasting four pages of copy in the April 1 issue; two pages covering a distasteful subject on a minority class of bike rider along with a picture that belongs in Playgirl, and the other two pages covering product lines containing double meaning phrases. I am not sure if this issue and its contents referred to above are meant to be a "put on," but my feeling is that you could better serve your readers by printing subject matter that would benefit the majority.

MIKE HISS
Rowland Heights, Calif.

Put-on? It was more of a take-it-all off . . . Editor

Compliments to the chef

My compliments to CRC for their fantastic Gringo Enduro. I felt they put it all together on this one.

Some of the family enduros have been rather "ho-hum," but following this one I felt a tremendous feeling of accomplishment to have been able to finish. Many thanks to CRC and let's have more like this one.

WALLY NISBET
Desert Streakers M.C.
La Mirada, Calif.

D-36 Cross Country explained

As of the first of March, 1975 there was a new classification developed for all events such as GPs, Hare Scrambles, Hare and Hounds, European Scrambles, etc. This new classification will be known as the Cross Country division in District 36. In the past these events were put into the Motocross division. It is the hope of District 36 to develop a more pure classification between true Motocross riders and riders who specialize in Cross Country events.

All events that are run that fall under this Cross Country classification will require a Cross Country card.

If there are any questions about this new classification please contact Bruce C. Young, 1301 Sheffield Way, Roseville, CA 95678. (916) 783-5676.

BRUCE C. YOUNG
D-36 Cross Country Steward

My big scene

I would like to hear from anyone getting photos at the Great Bear waterhole, when sidecar 402 (Blue Peterbuilt) did its number. This here passenger sure would like a shot of the unglorious moment, in order to recall what fun I had.

A. H. TELLIER
9447 "A" Alameda Road South
Guadalupe, Airzona 85283

P.S. Sidecars *are* for *sthissthys!*

Darrow rebuttal

In the April 8 Cycle News, Steve Darrow, a nationally ranked trials rider, expressed his dissatisfaction with the first round of the California State Championship.

The Saint Patrick's Two Day is known as a very rugged event. For this reason it was chosen for the first round of the State Championship and was advertised as not for beginners. Many privateers including myself look forward to these rough events each year and well know the cost and work of keeping a machine operating under such circumstances.

As most motorcyclists know, the ability and confidence a rider has developed has much to do with what he or she considers dangerous. The fatigue factor will also have an effect upon this view in a tiring event.

The intense competition in Southern California trials events has made it what it is today. If we are ever to have riders do well in world class competition we had better get off this kick of complaining about each other's events and accept the challenge. Every Expert at the State Championship rode the same sections as Mr. Darrow. Only three of them DFN'd.

No one ever forces a competitor to ride a section he may consider unsafe. The rider may get his card punched and go on.

We of the American Trials Association are truly sorry that Steve didn't enjoy this event as so many others did. If in the future, he'd like to assist in the layout of an event, his help would be greatly appreciated.

JERRY WIENCEK, President
American Trials Association
Orange, Calif..

P.S. Thanks to the four wheel drive clubs and the checkers who braved the freezing cold, rain and snow to help make this event a success.

Deep six

A couple of weeks ago we read in Cycle News of your endorsement to purchase McGill's Cycle Park in Sacramento.

We certainly agree about the need for a place to ride for kids and families in the Sacramento area, but let's not throw away the green stickie money. McGill's is a rock pile, it is unsafe for kids and a nothing for advanced riders. Before we run out and spend our green stickie money let's look around and not blow it on the first thing that comes along.

We say "deep six" AB 475 and consider other land.

SACRAMENTO JAMMERS M.C.
(endorsed by 110 members)

Blowharder

Sorry I must have missed the results of the Husky vs. Chabasco race as reported in the Husky ad. I don't know if the Huskys can outrun one but the writers of that ad can sure outblow one! (The center of these storms only moves about five knots – 6 mph.)

I would hope the writer of that ad could experience a chabasco as I did in a sailboat off Baja for two days.

RICHARD JACKSON
Former Captain of
"Artful Dodger"
St. Louis, Missouri

File 13

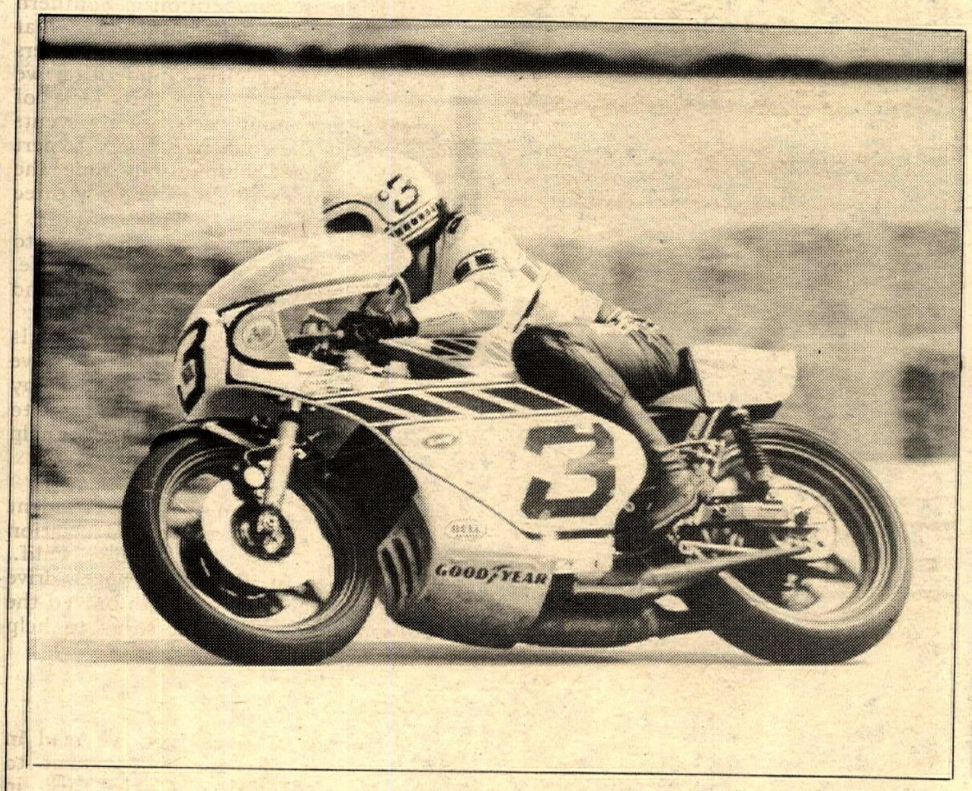
Are you serious about the county actually thinking of purchasing McGill's Cycle Park? We do need a park for the kids (old and young) but let's not jump so fast to spend our green stickie money. McGill's is the first park to be considered, what about the Cavette property which is a great deal better.

McGill's is nothing but rocks which is extremely unsafe for kids and is a bore to ride. Let's be sensible and think about purchasing good land at a reasonable price, not the first wiz-bang deal that comes along.

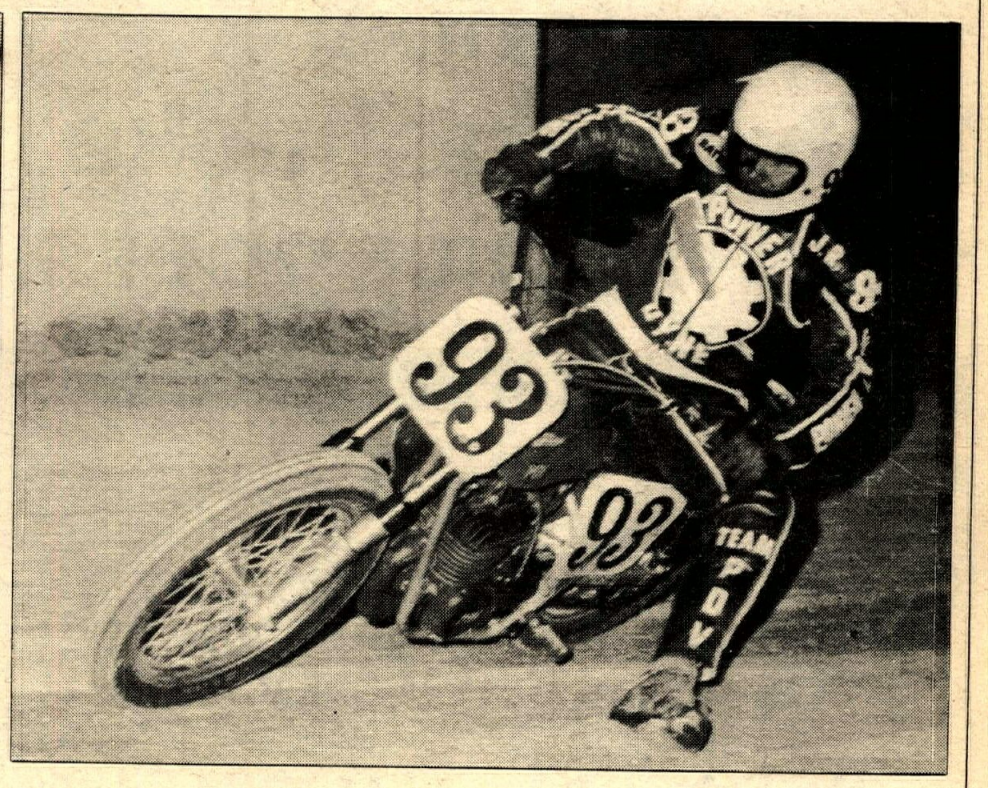
Make it file 13 for Z'berg's AB 475.

THE DAVIS FAMILY
(Ms. Leslie Davis, chief cook)

Goodyear tires dominate road racing and short track at Daytona



Gene Romero took the 200-Mile Expert Road Race at Daytona on Goodyear racing slicks, front and rear. The next nine finishers were also on Goodyear.



In the Saturday night short track event, J.R. Rawls rode to victory on Eagle D/T tires, front and rear, to complete a Goodyear sweep of Memorial Stadium short track racing.

The results at Daytona were an impressive testimony to the performance of Goodyear motorcycle tires. In addition to Romero's victory, Kenny Roberts won the 100-Mile Expert/Junior 250cc road race on Goodyear racing slicks, front and rear.

In short track competition, Goodyear Eagle D/T tires were on all four nights' winners ridden by Steve Poneleit, Terry Poovey and J.R. Rawls. Three winners ran Goodyear Eagle D/T both front and rear.

Whether you ride to win, or ride for fun, there's a Goodyear Eagle tire for you. See your Goodyear Motorcycle Tire Dealer.

GOODYEAR

Eagle D/T: TM The Goodyear Tire & Rubber Co., Akron, Ohio.

SPEEDWAY WEEK

"Bumblebee" Schwartz shocks the Handicappers

By John Bethea & Dennis Greene

IRWINDALE, CAL., APRIL 17

At last: Speedway has returned on a weekly basis to Southern California, and it was kicked off Thursday at Irwindale Raceway

with a huge field of 36 Division I riders.

Larry Shaw came from the 20 in the first of six Handicap Heats to barely edge out Dale Galvin and Steve Bast, who was charging from the 50. Then Bob Schwartz captured Heat Two as he muscled his way to the front early and held back the late charge of 30-yarder Bruce Penhall and 40-yarder Danny Becker.

Dave Simms kept the low-yardage advantage working with his 10-yard drive to the front in Heat Three, defeating 50-yarder Mike Bast. That theme also held through Heat Four when front row sitter Randy Marsh would not allow Mike Konle to find an opening from the 30.

Then things quickly turned about with Heat Five. And who else but Rick Woods to do it? From the 40, Rick chose the outside cushion and flat dominated, taking over the lead at the midway point. Sonny Nutter then did almost the same thing in Heat Six with Phil Moon taking second, only Sonny did his trick from the 40 by using half of the outside and half of the pole.

The Handicap Semis saw Schwartz come up with another start-to-finish win with to second. In the second Semi, Simms was also chased by a Bast, this one was also chased by a Bast, this one Mike, and also held out over the formidable 50-yarder. The expected tight match with Nutter and Woods never developed as Ballard zeroed in and took the win with Mike Curoso second. Nutter topped Woods for third and fourth for Consolation transfers.

But, before a rematch could come, Woods' bike quit during his Scratch heat and he had to retire for the night. Shaw took the Consy win with Nutter knocking behind him. And all this after a restart forced by Larry Moon who was penalized back to the 40.

Schwartz then tripled for a perfect Handicap night with a narrow Main victory over Mike Bast charging from the 50 to take second.

In Scratch action, it started perfectly for the year. In a see-saw battle that changed leads half a dozen times, Steve Bast just barely defeated Curoso and Nutter by less than a foot at the finish and it was by far the best race of the night.

Scratch Semi action pitted the Bast Brothers together for the first time of the night. Mike, who Steve admits is a much better starter, got the drive and dove into turn one first and never lost it with Steve trying hard to catch him. Cody and Becker were erased.

In the Main, it was again the Bast Brothers facing Sexton and Ferrell. Mike, with his good starts, dashed into the lead and was again never headed. Steve, meanwhile, was having troubles with his other two foes, was swallowed up and finished last. Sexton rolled off second and Ferrell third.

The Feature Match Race went to Steve Bast over Rick Woods. Steve got the better drive and Woods, finding out the outside track wasn't as good as it was earlier, couldn't catch up in the two-lapper.

Results in Results Section.

Costa Mesa, California April 18, 1975

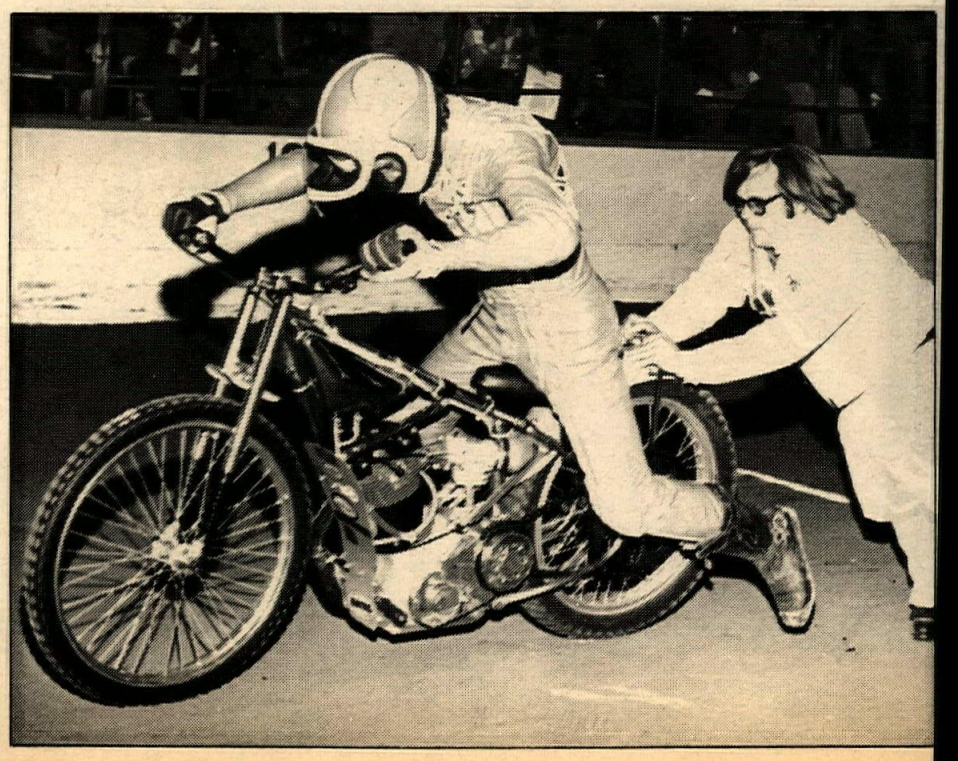
"For those of you heading to the speedway track, it has been sold out." This is what you might have heard coming from a helicopter flying overhead on the San Diego freeway Friday night. The turnaway crowd of some ten thousand people were on hand to see the opening night show.

One may have thought he was seeing a try-out for a new NBC color peacock with all the new racing leathers that were made up during the winter layoff. Color, color and more color, bright orange, yellow, green brown and silver, and all this on one guy! So much color that a circus would have to hang its head in shame.

The spotlight shown on Bob Schwartz in the Handicap Main Event as he held off the rush of two time U.S. Speedway Champ Mike Bast. Mike had to settle for second after working his

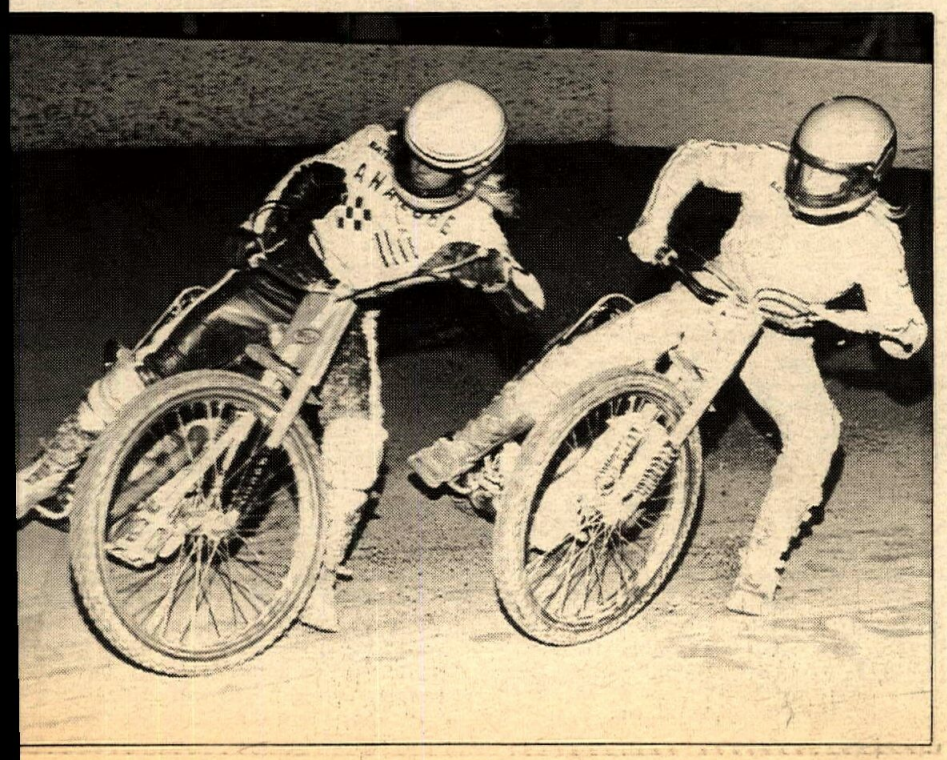
Steve Nutter's got rainbow leathers and gold leaf helmet numbers, but Bill Cody's got th

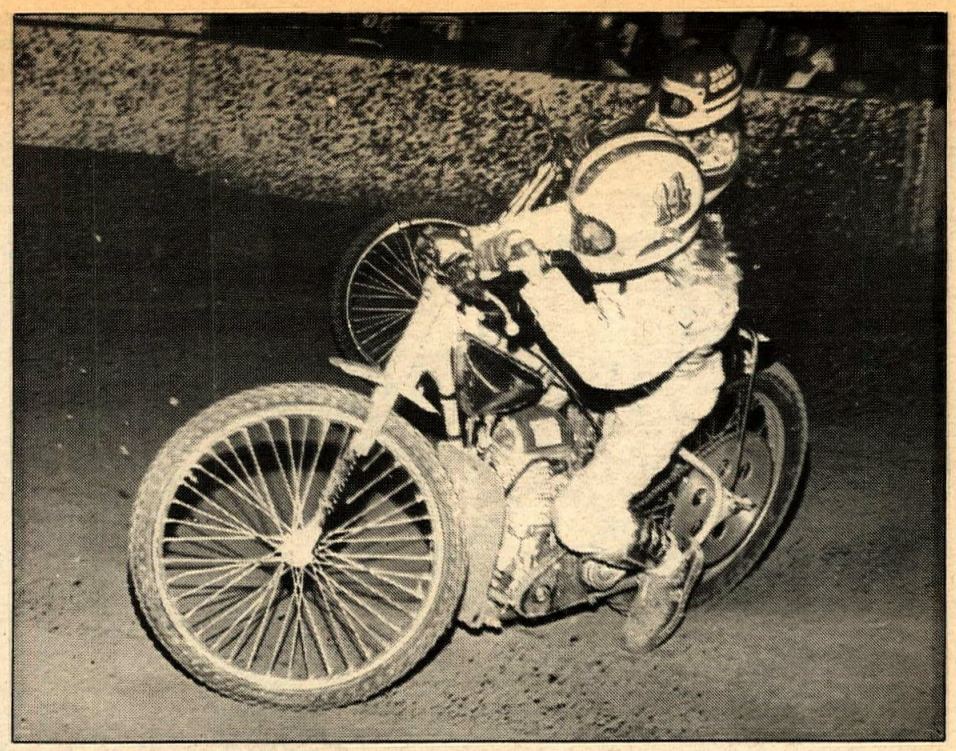
Rick Woods gets a pushoff to check out the Pork Chop. Division Three rider Denis Porter, co-builder of the sectioned sportster special, gave it a heat win at Costa Mesa.



not — so far.

Head down and concentrating, "Bumblebee" Bobby Schwartz shuts the gate on David Simms on way to one of three straight Handicap wins.





HOTDOG — Jeff Sexton/Bill Cody lineup at Costa Mesa.

HAMBONE — studied seriousness as Mike Curoso accepts Bakersfield's Purple Helmet Match Race Trophy.

way from the 40 yard line along with Jeff Sexton, Mike Curoso and Dubb Ferrell.

Mike was to have his own way in the Scratch Main with a runaway win over Scott Sivadge, Sonny Nutter, and Ed Williams.

Superstars Mike Konle, Rick Woods, Dan Becker and Bill Cody all were at one time or another involved in minor crashes that kept them from earning a ride in the main events.

Put it all together and you have Opening Night at Costa Mesa, kicking off the Speedway season that will run into November.

Results in Results Section.

Bakersfield, California April 19, 1975

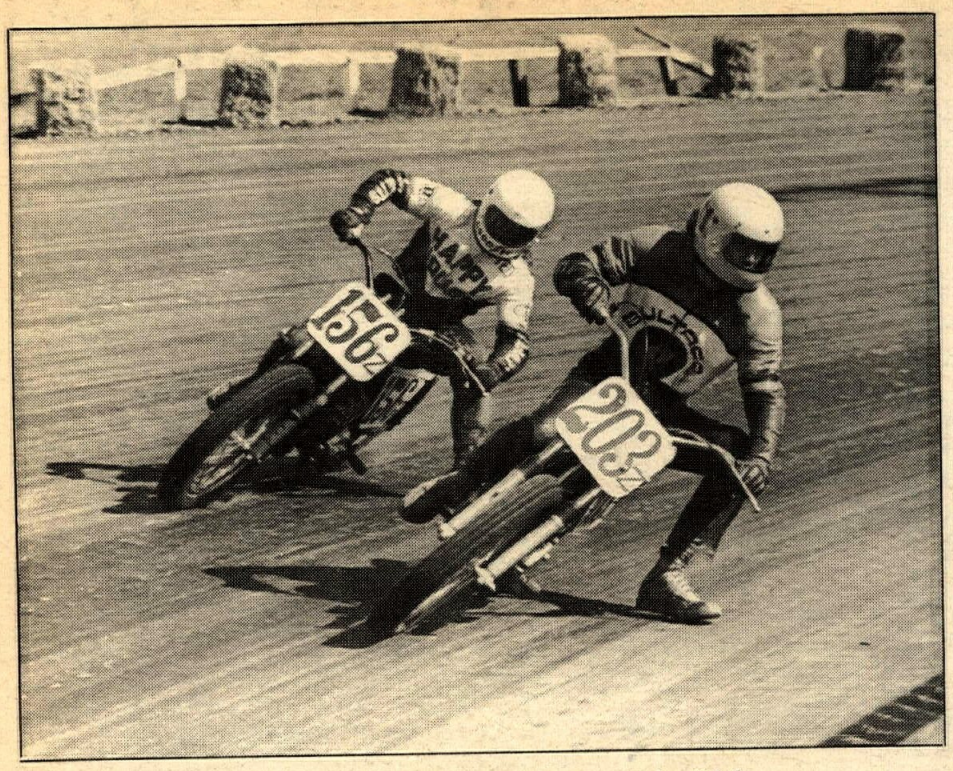
It's been several years since Speedway has been run on a Saturday night in Bakersfield. The Wednesday night show was good, but never drew the crowds that this opening night program did. A near turnaway crowd saw Bob Schwartz win the Handicap Main, making his third straight win in as many nights. Tremendous pressure by Bruce Penhall, Larry Shaw and Jeff Sexton, made it the best race of the night.

Rod Sexton, the younger brother of Jeff Sexton, won the Division Two Main for his first main event win in Speedway and we may be seeing the start of yet another "brother" team that will go all the way to the top.

Steve Bast, the new U.S. Champ, won the Scratch Main over Steve Nutter, Jeff Sexton, and Bruce Penhall. For three laps it was anybody's race, but coming out off turn two Steve pulled away for his first win of the season. •

Results in Results Section.

AMA Regionals round two:



Steve Dietz looks momentarily distracted, but not so much he didn't shut the gate on Ted Davidson one last time . . .

Frank Gillespie at trophy time, cooling off and telling the reporter how it happened.

"Kawasaki lets the good times roll . . ."

PHOTOS BY DAN MAHONY

Gillespie, Eklund and Dietz sock 'em at San Jose

By Lane Campbell

SAN JOSE, CALIF., APRIL 20

The season's first daytime half mile at San Jose lightly shuffled the AMA Pacific Regional standings and sent the hot shoes home with an overage-fattened purse of $1450 total. Novice Steve Dietz (Bul) and Expert Frank Gillespie (H-D) pulled out upset wins while Steve Eklund (Yam) easily blew the Junior class away.

Rescheduled from an April 6 rainout, the event opened with a few soft spots still coming up in the track due to underlying water. But these were quickly worked down by Harold Murrell's expert track crew. After time trials (during which John Hateley set fast Expert time at 26.81 sec and Steve Eklund topped the Junior clocks at 27.50 sec) a brief watering and rolling helped the track settle into its typical blue-groove pavement, getting faster as the races progressed.

Dan Young's Dad had to roust out some help from the shop to rebuild Dan's fast Noguchi after it snagged a ring in practice, but the bike stuck again during Dan's heat as he was lying second.

Five Juniors broke for the lead in their first heat with Murray Hoffman in second and Steve Eklund bottled up in traffic. Hoffman moved into the lead out of turn two the second lap, while Eklund reeled people in one by one to come within a wheel of Hoffman at the finish.

Don Carlyle holeshot his heat, but lost it to Dan McWhorter down the front straight. Then Bud Miller muscled by in turn four as Aksland protege, Rex Hailey, crashed in turn three on the same lap. Turn three, notorious for its pass or bump narrow entry groove, claimed a couple more Juniors and about a half dozen Novices from time to time, all without serious injury.

Doug Garrison took over from Carl Tresser after their heat was red-flagged and restarted, while Nick Nazzisi blew his heat into the weeds after things settled down from people trying to psych-out starter Pete Zimmerman.

John Hateley took his Expert heat from a bunched-up start; Walt Foster led his wire-to-wire also. Frank Gillespie and Paul Bostrum dueled back and forth in their heat with Bostrum finally pulling it out, as John Gennai got shunted into a semi.

Things got nitty-gritty for the Novices, as four Semis were gridded to determine the final qualifiers. Fred Faltersack beat out the early leaders coming around the outside in turns one and two to win his semi. Steve Carillo led his wire-to-wire, as Phil Howard stole second from underneath Larry Silva.

Danny Mills got bobbled on the start of his semi, and Ted Davidson beat out Steve Dietz to the checker. Rick Graham held Al Wood at bay while John Tavis, after losing an early dice with the leaders, got cooking on the back straight to take the last transfer.

With Ted Davidson on the pole and Steve Dietz in the middle of the front row for the Novice Main, Dietz dropped the hammer on everybody, diving into turn one with Carillo, Howard, Davidson, Graham and Silva wedged behind him. Davidson, against the rail, bobbled, nudged Graham, and in the chain reaction that followed, Howard and Silva went down. Phil retired with a tweaked knee.

Dietz stayed cool on the restart leading Alan Wood and Fred Faltersack into the first turn. As Silva drove toward third place, Faltersack got under Wood for second, then took Dietz down the back straight on stored-up momentum. Wood faded, and Steve Carillo moved into third, only to lose it a lap or so later as Davidson eased by on the front straight. Dietz took the lead back in turns one-two with an inside sweep, then Davidson blew by Faltersack on the back straight. Faltersack and Carillo bobbled each other in turn one under the white flag and Rick Graham tucked under them both as they puckered up and went wide. Up front, Davidson's charge ran out of time and Dietz wheelied across just scant feet in the lead.

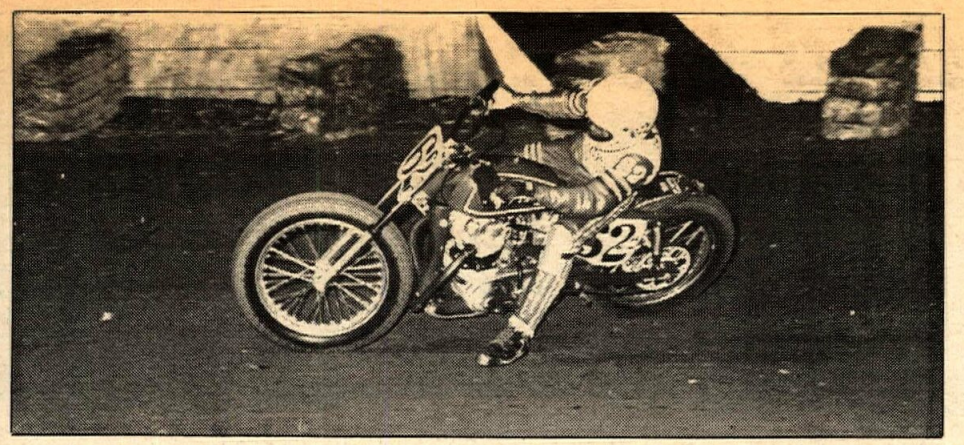
The Junior Semi was interrupted when somebody dropped a drain plug, spreading oil from the start/finish to turn one, which is about how far Don Carlyle slid after hitting said oil, with Carl Tresser for unwilling company.

Steve Eklund and Murray Hoffman won the drag race in the Junior Main, but Doug Garrison split them up on the back straight, slamming the door on Hoffman in turn three. Eklund used the interim to open a humongous lead that never shrank. Behind him Nick Nazzisi moved into third and Dan McWhorter briefly slipped around Pat Guthrie, before Pat cut under him out of turn one to take back fifth place. Nazzisi went around Garrison before the white flag, and Hoffman took him seconds later, charging up to finish within a wheel of Nazzisi.

The Experts took several interesting starts or near-starts to get going, and pushed Pete Zimmerman into snapping the flag with the field in motion. John Gennai and Hank Scott were dead last into turn one because they waited for the flag. Meanwhile up front, cool hand Eddie Wirth had the lead with Paul Bostrum, Pat McCaul, John Hateley and Frank Gillespie trailing. Hateley tried to get Bostrum/McCaul in one swoop, but he got a big wobble out of turn two and dropped back. Lap four had Wirth, McCaul, Walt Foster, Gillespie and Bostrum, who tried a pass up the back straight but couldn't make it stick. Foster faltered, and Gillespie moved into third. Then McCaul got wide, letting Gillespie and Bostrum by.

Frank shadowed Wirth until well past mid-race. Then, as Gillespie related it in the winners circle, "I kept trying him on the inside of Three, but he was hep to my act. Well, I've been racin' with Eddie long enough – I just knew what he was going to do, pulling down early, so I just let it run off of Two, got next to the fence, and when he went like that and shut off the gas, I went around."

John Gennai, all this time, had been reeling in the pack one by one, finally passing John Hateley about the time Gillespie took the lead. Hank Scott and Rick Hocking had also moved up together to press Mark Williams unsuccessfully for Mark's sixth spot. Then Gennai got under Bostrum for third (McCaul had long since faded) and that was all she wrote. Chuck Palmgren was a bit hot about the start, but a free beer cooled him off, and everybody got out with plenty of daylight. Daytime half mile at San Jose – it's a gas.



"It only works at Ascot," but when it works, Jorgy goes on that long wheelbase Norton.

"Oh, wow! Bundolo! He's gonna die! Where's his jump ramp?" Would you believe there was NO jump ramp?

PHOTOS BY DAN MAHONY

Rookies score second upset on Ascot half-mile

By Bob F. Read

GARDENA, CALIF., APRIL 18

For the first time in history rookie Experts have won the first two main events at Ascot. The first week it was John Allison. This week it was Stockton's Alex Jorgensen who was impressive not once, but twice in the same race. The fifteen lap final featured four rookies. Jorgy jumped into the lead on the Ron Wood's Norton with Allison second, Ron Powell third and Rick Kraft, the last rider to make the final, in fourth at the end of the first lap.

Then Allison dropped back, far off his pace from opening night. Kraft, who never won a main event last year as a Junior, moved up to second place on lap three. Rick Hocking, who had a slow time trial, a so-so heat race and had to come from behind to score a third place in his semi, took over third place on lap five.

The race was stopped after eight laps when Danny Hockie fell in the North turn. Danny was later taken to Gardena hospital with broken ribs and a punctured lung.

The single file restart again found Jorgensen up front with Hocking in second and closing. But Kraft was turning in his best ride as a pro and took second away with less than two laps to go.

John Hateley ran fourth with rookie Skip Aksland in fifth. Allison dropped out late in the race after turning in fast time in time trials, winning his heat race and then the Trophy Dash for the first time.

The Junior class was again the two rider battle between Steve Eklund and Dan McWhorter. Each rider won his heat race to set the stage for the ten lap runoff.

The two got out in front of the rest of the field early in the race that featured a lone Norton in a herd of Yamahas. Eklund set McWhorter up midway in the final and went on to score his second victory of the year.

Norton mounted Scott Pearson came from the back to make it a three way affair but time ran out before he could become a serious threat. Murray Hoffman led a four rider pack across the finish line for fourth place.

Vince Mead, the Novice that set a new heat race track record opening night, was back on form once again in the lightweight division. Mead was tardy getting to the starting line for the heat race and had to start in the third row. He went on to win, turning in the fastest Novice heat time, zipping and zapping riders one and two at a time in the first two laps.

Steve Fortune turned in a come from behind ride to win his heat and Ted Davidson scored a heat win. Ricky Graham put the lone Bultaco into the final with an impressive heat win.

But from the opening lap it was a Mead-Davidson run with challenges on and off by Graham. Vince and Ted broke away in the closing laps to decide who was going to win on the last go around. The two started the final lap nearly side by side with Mead in front. Going onto the back chute for the final time Davidson found the opening on the inside to shoot through, take the lead, and go on for his second straight Novice main event win.

Fortune hung on for a fourth place finish with San Jose's Fred Faltersack in fifth. The race was stopped after the first lap of the original start when Greg Wilburn (Hon), riding the only four stroker in the final, crashed in the second turn. Expert road racer, Mike Devlin, qualifying for his first ever dirt track final, had no place to go but over the top. Neither rider was injured but neither one made the restart. ●

Results in Results Section.

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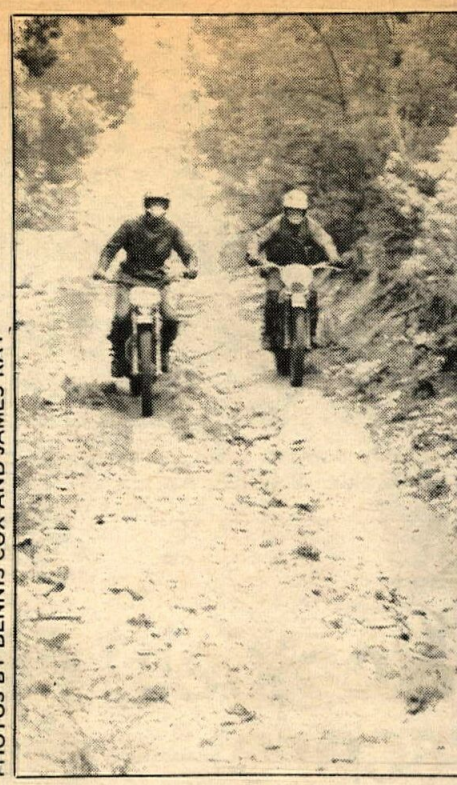
Jack Penton at rest momentarily. He went on to win the 250 class.



PHOTOS BY DENNIS COX AND JAMES RAY

Two riders boogie down Ft. Hood's infamous tank trails.

Cranke seizes

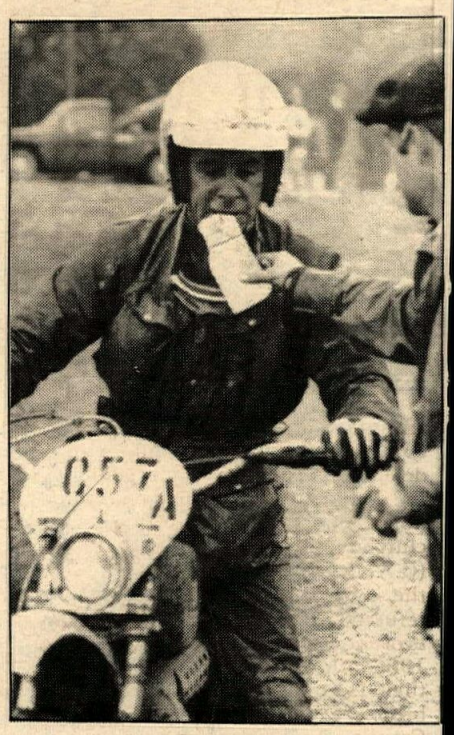
By Dennis Cox

FORT HOOD, TX., APRIL 12-13

Amid the muffled roar of tanks lobbing shells into the impact area on this central Texas Army base Carl Cranke's well muffled Penton was churning away from his competitors on the way to another win for the unstoppable Californian. This is Cranke's second straight two-day qualifier victory as the ISDT hopefuls now move eastward to the southern comfort of Alabama. Moto-star Malcolm Smith was in contention for overall honors until a couple of flats on the final day deflated the smiling Husky rider's hopes. Malcolm still took a gold while Maico rep Barry Higgins blitzed the two-day like a 45 minute moto to edge Malcolm out for the Open class honors. Penton Imports was the team to be reckoned with in the manufacturers competition. Jack Penton, Dane Leimbach and Carl Cranke turned in zero points lost for the two-days to give their team the Manufacturers Cup. The factory team category boiled down to an in-house battle as the next closest competition came from the Penton East team of Tom Penton, Gary Younkins and Jeff Gerber.

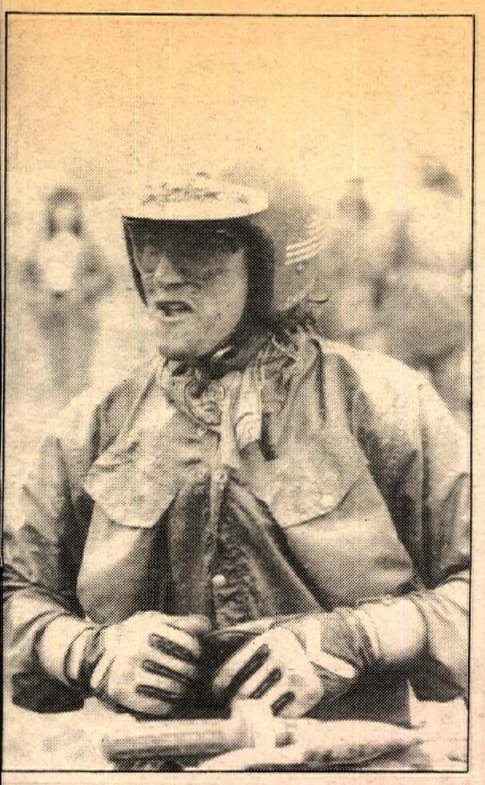
The two-day consisted of two legs of 197 miles on Saturday and 147 muddy miles on the final day. The average speed was set at 24 mph as the riders had to fight a misty drizzle that wasn't heavy enough to call for a speed reduction by course officials, but forced the riders to push on under slimey and slippery conditions. The Fort Hood Dirt Riders and the U.S. Army provided support crews, gas pick up, helicopter ambulances, an inexpensive military breakfast, a brass marching band, skydivers, a catered awards banquet, accurate timing and a well run event.

Unlike last year when scorching heat and dust dropped many riders by the wayside, this year's two day started off fairly easy. Saturday's weather was cool and cloudy and the end of the day saw all the big name competitors locked safely away at the impound area. Dick Mann's BSA fritzed out on the first day and Buggsy spent the rest of the two day hauling gas for others, throwing in his advice, and helping out wherever he could.



Malcolm lost out to Barry Higgins, then got a ticket from the MPs.

The second day was a totally different trial as only 88 of the first days 286 starters would see the final checkpoint. The first day's course was run in the opposite direction and the advantage of being able to read the familiar terrain played a big hand in the finishing position of the veterans. The full days mist on Sunday made Lars Larson (C-A) and other Pro's slip, slide and paddle their way up sections that were easy the daybefore. The East coast riders turned the conditions to their



Carl Cranke had a mud splattered victory smile at the end of 2 days.

That big X means trouble ahead as this rider found out.

Two-Day again

An' ah' one an 'n a two.
The Army provided this ensemble for the six day competitors to enjoy.

advantage as the local Texans and West coasters viewed the rain with total dejection. Cranke, Higgins, Smith, and the Pentons just kept on cooking while non-national calibre riders baked clutches and buried bikes. Billy Uhl (C-A) was on gold and within sight of the awards banquet when his engine refused to continue. The Leimbach brothers, Dane and Ted, were the only 100cc riders to finish the two-day as their Pentons brought them to gold and bronze respectively. Overall winner Cranke came in after two-days on a motorcycle and said, "It was a fun run".

Injuries were kept to a minimum because the first day was considered so easy and the second day provided a soft muddy landing spot. Bill Kasson (Pen) was one of the few misfortunate when his foot struck a rock on the first day. The Armies facilities were first rate and the small number of accidents can be attributed to three years experience by the 6th Cavalry Brigade and the Fort Hood Dirt Riders who hosted this event.

The club team with the lowest score was the Can-Am Club of former World Motocross Champion Jeff Smith, Alan McDuff, and Paul Danik. The Smith Can Am team turned in a low score almost half that of their closest competitors, the Tom Choats Ford Team, but it was later found that the Can-Am club was not sanctioned. Army officials close to the Pentagon reported the Club Award would be given to the second place team, unless they weren't sanctioned.

The Fort Hood Two-Day came to a fitting end when Malcolm Smith pulled into the final check only to find that his support crew wasn't there to transport his bike back to the impound. So after 338 miles crazy Malcolm hopped back on his bike and blazed off for the distant impound area. He was immediately arrested by the military police for riding a dirt bike on base streets. "Ahh come on guys, I'm with the two-day." •

Results:

OVERALL: Carl Cranke (Pen) Gold.

100cc: 1. Dane Leimbach (Pen) Gold. 2. Ted Leimbach (Pen) Bron.

125cc: 1. Tom Penton (Pen) Gold. 2. Gary Edmond (C-A) Gold. 3. Carl Stuart (Pen) Gold. 4. Bob Powers (Pen) Silv. 5. Rick Munyon (Pen) Bron.

175cc: 1. Dan Young (Pen) Gold. 2. Max Markowitz (Oss) Gold. 3. Jeff Gerber (Pen) Gold. 4. Ken Williams (Pen) Silv. 5. Jeff Smith (C-A) Silv.

250cc: 1. Jack Penton (Pen) Gold. 2. Eric Jensen (Pen) Gold. 3. Ken Maahs (Hus) Gold. 4. Tom Shaw (C-A) Gold. 5. Don Cutler (Oss) Gold.

350cc: 1. Carl Cranke (Pen) Gold. 2. Kevin Lavoie (Oss) Gold. 3. Jim Simmons (Rok) Gold. 4. Ben Bower (Hus) Gold. 5. Ron Bishop (Rok) Silv.

500cc: 1. Barry Higgins (Mai) Gold. 2. Malcolm Smith (Hus) Gold. 3. Gordon Young (Hus) Gold. 4. Mike Hannon (Bul) Silv. 5. John Fero (Yam) Silv.

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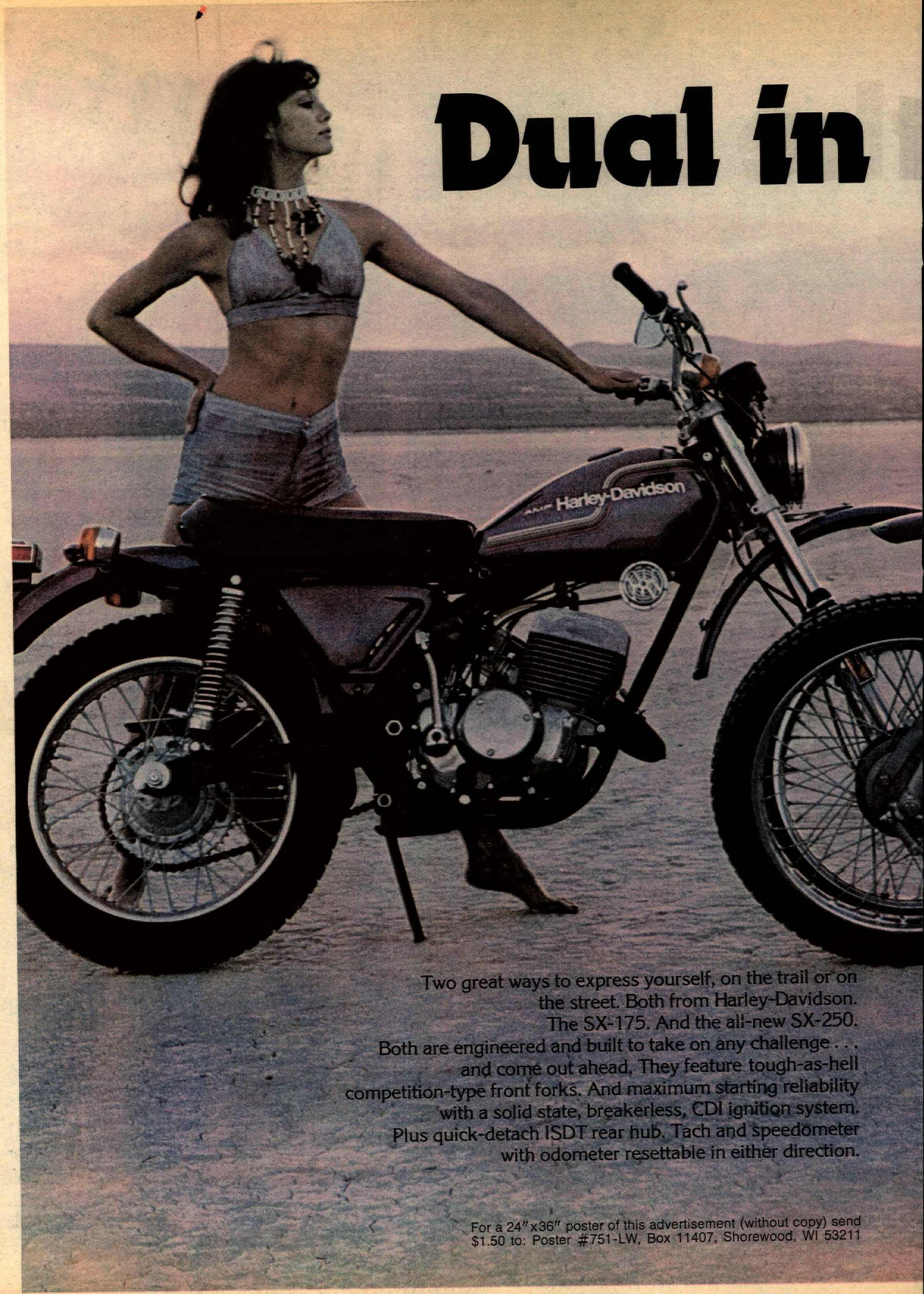
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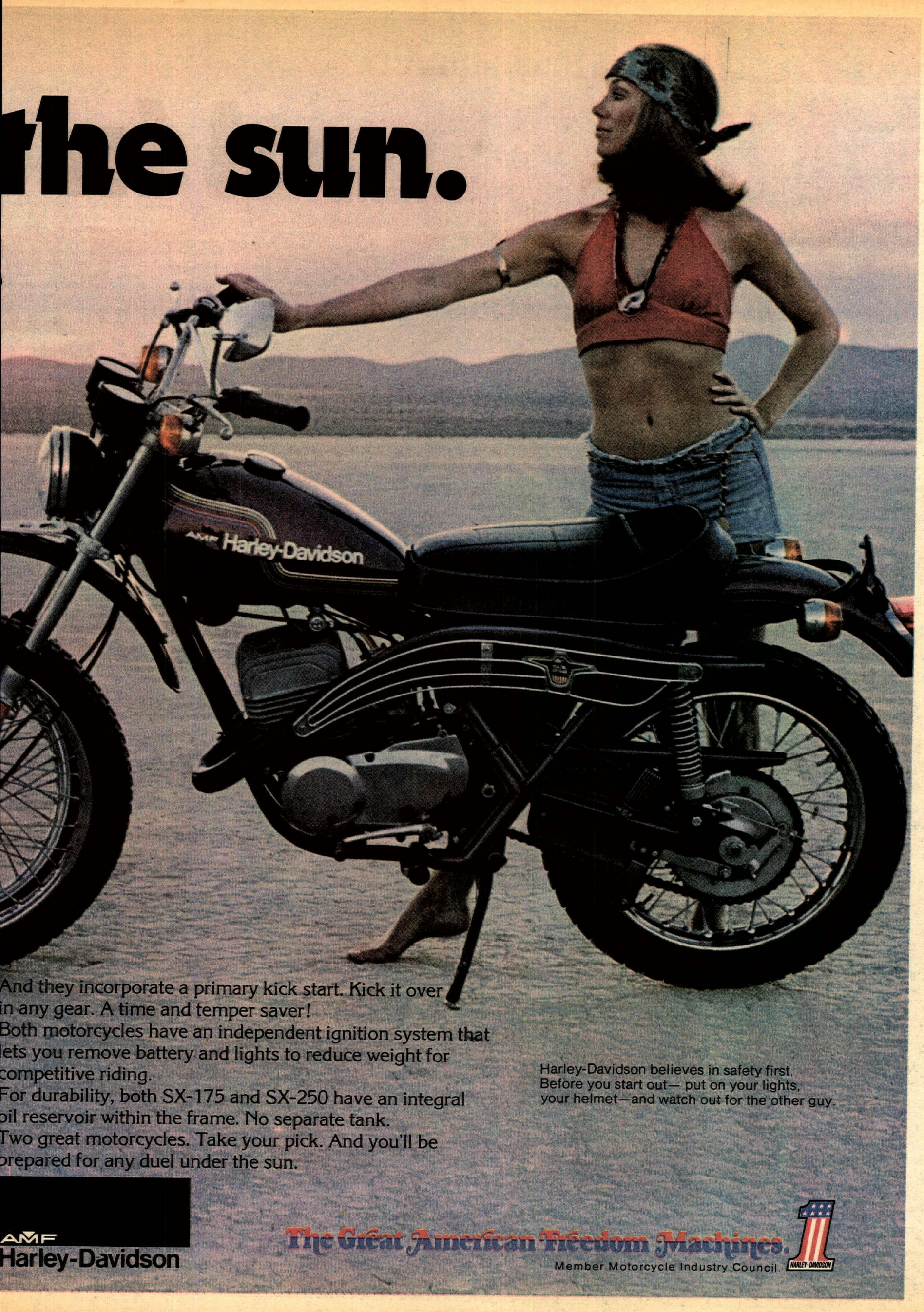
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Another tie for first. Decision: DeCoster

By John Huetter

PAYERNE, SWITZERLAND, APR. 13

The battle lines are drawn. In the two opening motos of the 1975 500cc motocross championship, defending World Champ Heikki

Mikkola (Hus) won and three-time World Champ Roger DeCoster (Suz) won. They defeated each other in alternate rounds. The fact that the face-off between these incredibly talented riders was no big surprise didn't detract one whit from the fascination and tension of watching the best riders in the world competing against one another. They tied with 27 points apiece toward the World Championship. DeCoster was declared the winner based on shortest elapsed time – so short he nearly nailed Heikki at the checkered flag in moto two. The season is going to be very interesting.

Sole American 500 rider Brad Lackey achieved another milestone in U.S. sports history by finishing fourth overall behind Dutchman Gerrit Wolsink. That is the best overall finish ever achieved by an American in 500cc Grands Prix. Brad's finish was surprising only to those who weren't aware of his unprecedented string of international wins. That, unfortunately, includes most of the American public. Brad went into the Swiss GP with four seconds (overall) and a first in the previous five races, including a second behind Roger DeCoster in the prestigious four-moto two-class Belgian Easter Trophy. He attributes his improvement to good starts and hard training. Perra has also ketp Brad's 360 Husqvarna free of DNFs.

After looking indifferent in practice and complaining of not feeling "on" amidst mutterings of teeth he could be drilling, Gerrit Wolsink got an impressive holeshot in the first moto. He was followed by DeCoster on another quick-turning, much-suspended Suzuki. Heikki got away about 10th; Brad, about 12th. After one lap, Aberg on a stock 352cc Bultaco and Frans Sigmans (Mai) had fallen in behind the Suzuki pilots. And behind them was Mikkola, charging insanely. Heikki was devouring riders in a rush that seemed out of control but you knew the Finn wasn't over his head. By the third lap, he'd passed Lackey, Aberg and Sigmans to settle in a closing third. Brad himself had moved up to fifth after as many laps on a sinulous, bumpy circuit that had been under snow three days before the GP.

Mikkola was hurtling but, by now, Roger had gotten by Gerrit and was developing a good lead of his own. Only a few minutes later, Heikki was looking at the rear knobby of a works Suzuki. Scattered in his wake were Gerrit Wolsink, smooth Bengt Aberg, Brad Lackey, Ake Jonsson, and John Banks on a stock CCM four-stroker. "The Baron" is still mighty good.

Roger picked up a little breathing room over Heikki as the Finnish flyer experienced stinging salt sweat running into his eyes. The same problem afflicted many of the riders but Heikki attributed the waterfall of sweat to helmet design and switched back to a Bell R-T for the second moto. He was also to complain of a failed Girling gas shock. Mechanic Pella Persson could not definitely confirm or deny this. Roger didn't much care. He just took off. Even when Heikki got his act back together, DeCoster was actually going away from him to build up a lead of over 30 seconds at the finish. That, as it developed, would prove the margin of victory. Roger looked just fine.

Gerrit was alone in third. Bengt was unruffled in fourth, and Brad didn't know where he was in fifth. Between-moto discussion with ace mechanic Perra Widell got that taken care of for moto two. Racing on a serious level was generated by a pass-repass duel between Ake Jonsson and Arne Kring, behind Lackey. Ake made his last pass stick.

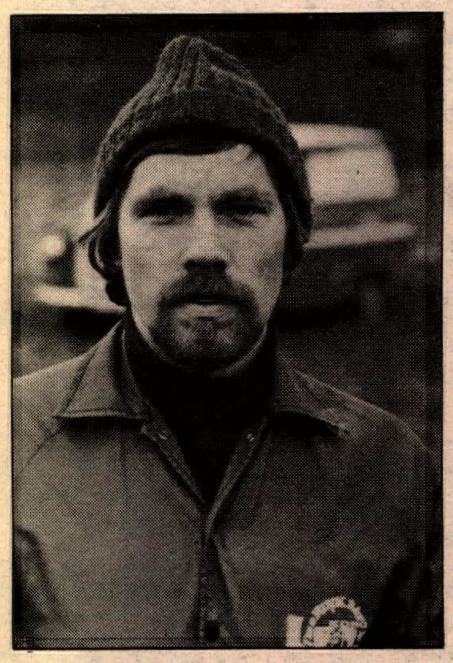
Nobody wasted any time when the Swiss starting gate fell inward for the second 40 minute plus two lap round of the GP. DeCoster had the lead halfway down the start straight and on into the first hairpin corner. Second was Mikkola; third was Wolsink. Brad was away about sixth or seventh. He quickly dispatched Frans Sigmans and on the second lap, he cut inside Bengt Aberg beautifully on the start hairpin (which ended in a downhill dropaway) and grabbed fifth. The brash young American just outrode the crafty former World Champion – both may be riding the closest thing to stock bikes in the top 10. Arne Kring, also on Husky, led Brad.

On the third lap, Roger made a rare mistake. He slid out on a downhill off-camber corner. When he got going again, he was in third behind Mikkola and Wolsink. Then began one of the most intense; hell, just plain *fastest*, rides I've ever seen in 17-18 Grands Prix. Two laps after his crash, Roger was back past Gerrit. The dentist with the myopic blue eyes was not exactly strokin' it, either. He had led that first moto for a surprisingly long time. Brad passed Arne Kring on the same lap. The GP looked like a Husqvarna-Suzuki party: the Huskies, frighteningly stock; the Suzukis, super-secret nearly-400cc something-or-others to the point of tedium.

Bengt Aberg smashed his right hand (again) into a course marking stake and retired from fifth. If you can't hold on, you can't race. Particularly on a course that was soggy and bumpy simultaneously. Young Belgian flash Jean-Claude Laguaye, another protege of former Belgian National Champ Marcel Wiertz (Jim Pomeroy is one of the other noted Wiertz students.), had intruded his 362cc Bultaco up to seventh in his first 500 GP after a first moto ninth when a Bilstein rod snapped. His place was taken by still another hot, 20-ish Belgian, Andre Massant, riding for Yamaha-Europe. Everybody else held position-at speed.

With two laps to go, Roger had moved to within three bike-lengths of Heikki. The two had opened an enormous lead over Gerrit and Brad. A wave of cheering followed their rapid progress around the circuit – so close together it was hard to say who the cheering was for. Both, probably. Everybody's pulse jumped 30 a minute.

Three seconds after the "1 lap" sign came out, Roger got a wheel under Heikki in the start turn. Heikki stood it on the front wheel down the dropaway – using the advantage of inertia. On the last series of S-turns Roger was moving in and out of the roostertail from Heikki's knobby. It was too tight to pass and no room for a drag race to the checkered. They tied. Twenty-seven World Championship points each. This is only the beginning. ●

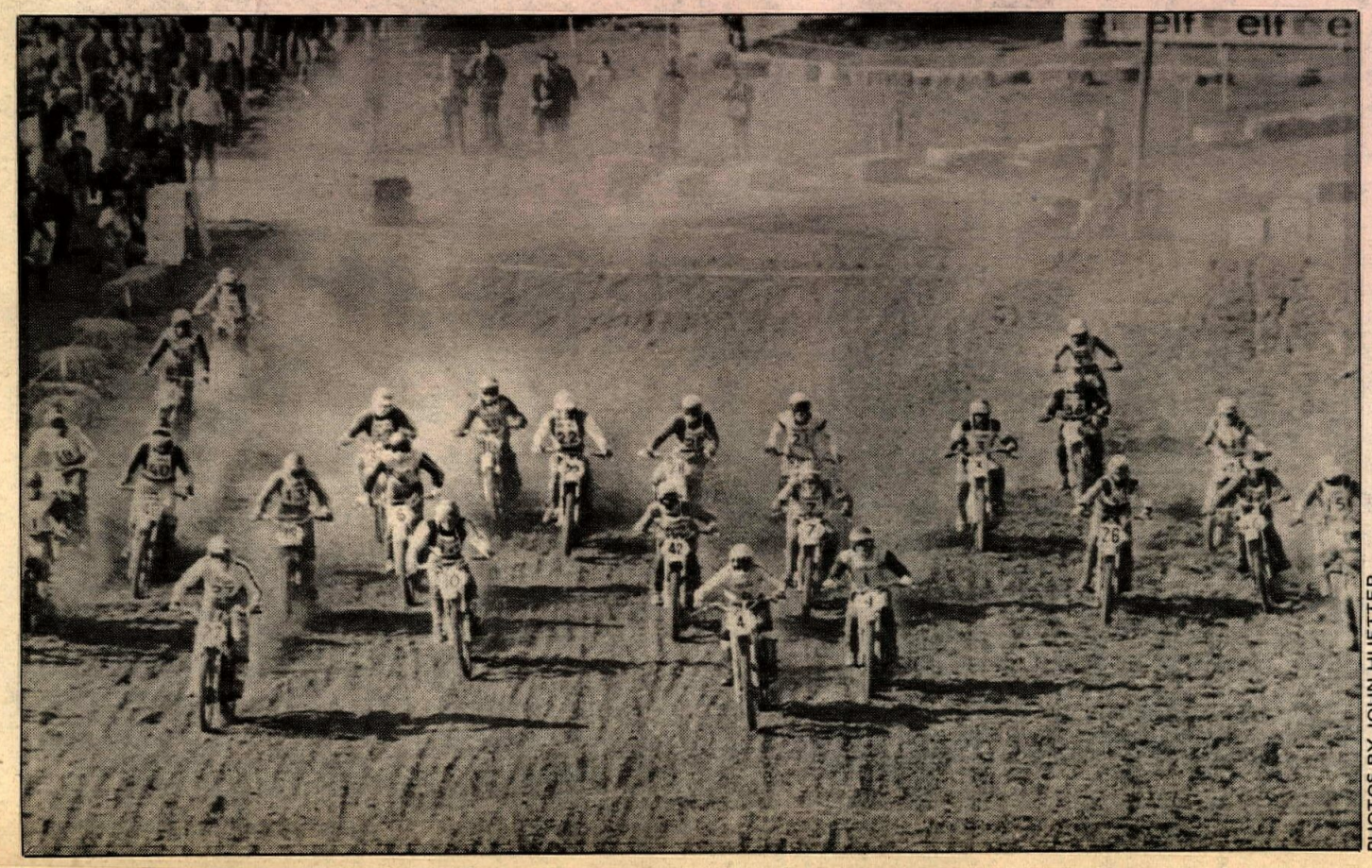


One half of the World Championship title swapping team of DeCoster & Mikkola.

Gerrit Wolsink calmly watched the madness up front from his third place seat.

Mikkola & DeCoster about to make a pass on a slower rider.

The start of the 500 Grand Prix season gets underway in style with DeCoster and Mikkola neck and neck.



PHOTOS BY JOHN HUETTER

Results

MOTO ONE: 1. Roger DeCoster (Suz). 2. Heikki Mikkola (Hus). 3. Gerrit Wolsink (Suz). 4. Bengt Aberg (Bul). 5. Brad Lackey (Hus). 6. Ake Jonsson (Yam). 7. Arne Kring (Hus). 8. Frans Sigmans (Mai). 9. Jean-Claude Laguaye (Bul). 10. Aratoly Botchkov (CZ).

MOTO TWO: 1. Heikki Mikkola (Hus). 2. Roger DeCoster (Suz). 3. Gerrit Wolsink (Suz). 4. Brad Lackey (Hus). 5. Arne Kring (Hus). 6. Ake Jonsson (Yam). 7. Frans Sigmans (Mai). 8. Christer Hammargren (Kaw). 9. Andre Massant (Yam). 10. Jaak Van Velthoven (Yam).

OUTDOOR NATIONS

This is the first column of a planned weekly series that will deal with outdoor recreation and the people that organize and govern such activity. Comments and opinions regarding this column and its subjects are welcome and should be addressed to Ms. Leslie Richards care of Cycle News West, P.O. Box 498, Long Beach, California 90801.

Ron Burpo's BLM plan

Three years ago bikers were saying "Leave us alone. All we want to do is ride." Farsighted "alarmists" who wanted to counteract efforts to close down our desert were greeted with cat calls, or worse, yawns.

Last year, bikers were shrugging, "what's the use? We're going to lose it anyway!" But, in the last three months riders have been aroused from their apathetic sleep. "Why doesn't somebody *do* something?" But somebody *is* doing something. In fact, a whole lot of somebodies are doing a great many somethings.

Take Ron Burpo, for example. Ron has been racing in the desert since the early '60s, way back before BLM red tape began choking us. Four years ago Ron started the Desert Racing Association. This is his livelihood — every week he's in the desert laying out courses, watching the condition of areas recently raced. He sees a lot more of the desert and the impact of off-road vehicles than the most avid weekend racer.

So what's he doing about it? Well, for one thing, it just might cost you an extra dollar to ride his races on June 1, 15 and 29. Ron is compiling a list of public "servants" who really should know how we feel about land closures. He'll supply names and addresses, along with paper, pencils and envelopes. All you have to do is write a few short sentences or pay an extra dollar. "I don't want the money," he says. "I want them to write letters. We've got to let these people know how we feel."

Is that all? No. The BLM is knee-deep in releases from environmentalist groups, all explaining how bikers permanently ruin everything they touch. "It's not true," we say. "Where's your evidence?" says the BLM. There are no funds for a complete study of desert recovery speed, so it's still our word against theirs.

"Well," said Ron, "if the funds aren't available for a complete study, would you like to come along next month and ride through some of these areas which haven't been used for a few years?"

"Okay," said a couple of rangers.

Next month two rangers will come out from behind the mountain of paperwork and see the Dove Springs, north Red Rock Canyon and Olancha areas. The first two were heavily used for years, then closed. Olancha was raced one time only, last November. Ron himself is astounded at the extent of recovery — perhaps the rangers will be also.

Not the sort of stuff of which headlines are made. Just "somebody" doing "something."

Leslie Richards

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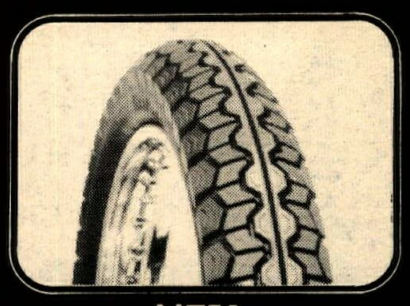
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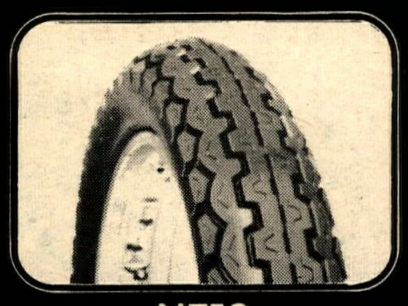
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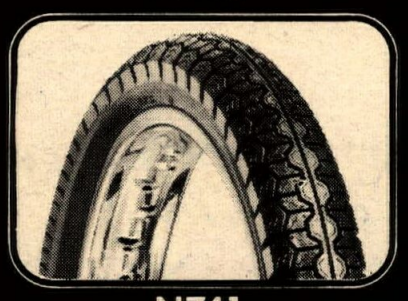
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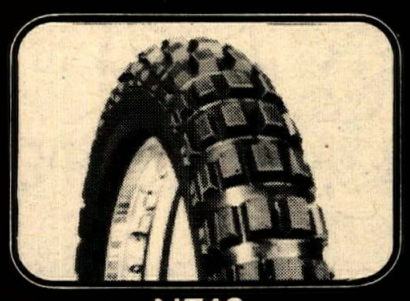
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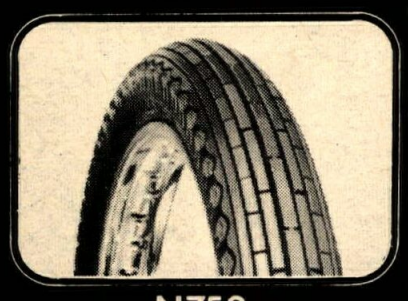
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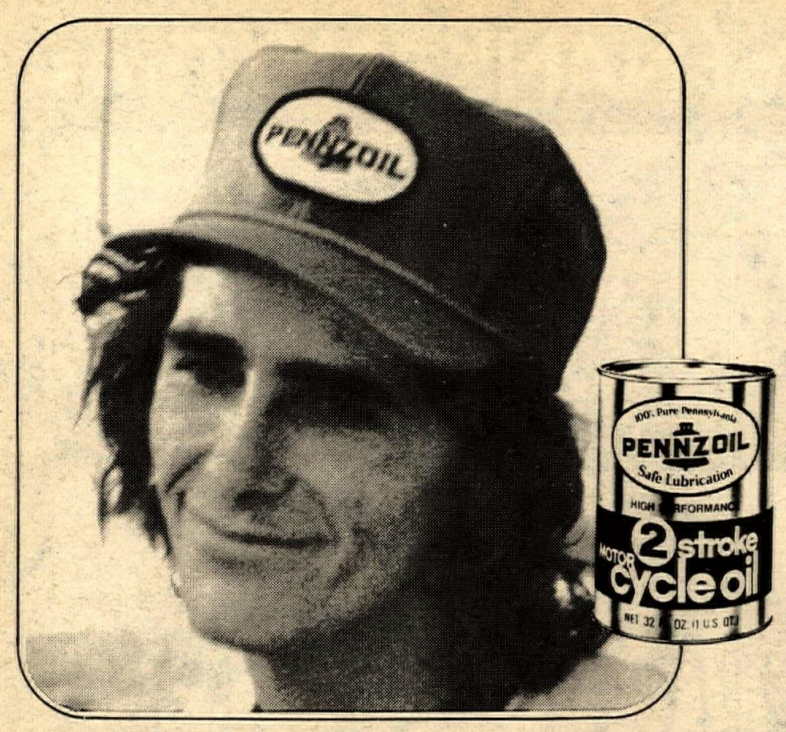

JACK JOHNSON

Jack and teammate Mark Mason, both from Las Vegas, won overall honors at the Mint 400. The pair covered the rugged 400 miles of Nevada desert in 8 hours, 9 minutes and 24 seconds, earning one of the richest off-road payoffs ever. Their Yamaha 250, like five of the first six finishers, gets winning engine protection from Pennzoil 2-Stroke Motorcycle Oil (mixed 32 to 1). Take a tip from Jack and Mark, try Pennzoil and discover why so many winners are asking for it. Available at your favorite motorcycle dealer.

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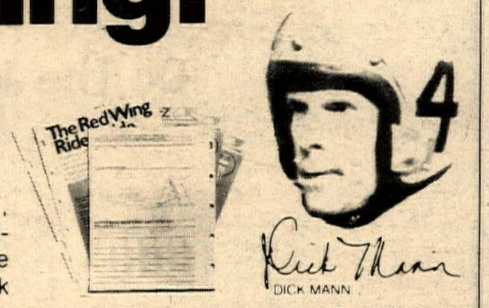

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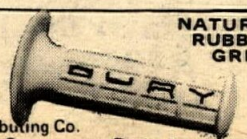

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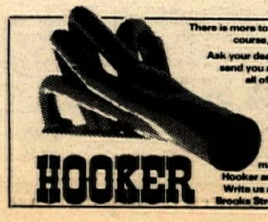

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HOOKER

Records fall at Utah's Widow-maker Hillclimb

By Ann A. Powell

SALT LAKE CITY, UTAH, APR. 13 *The Widowmaker!* This was the granddaddy of all hillclimbs, and making a mark on this hill was something very special. Nearly 600 riders turned out to test their skill against the big hill, and nearly 12,000 others turned out to watch.

The 1500 foot Widowmaker got everybody — what made a difference was where . . .

Over 200 Utah riders turned out to compete in the Novice and Amateur classes, both of which are restricted to Utah riders. Even here, records were broken. In the Novice class, a high mark of 496 feet was set by Jeff Banks (Mai) in the 251-500 class. Amateur high mark, a smooth 499 feet, was set by Steven Whitlock, riding a 400cc Yamaha.

The smaller Expert classes were also dominated by riders from Utah, although there were representatives from several other states. It was Utah rider Kris Morgan who walked away with the top spot in the 0-100 Expert class. Gary Chandler of Texas, on a 125 Kawasaki, took the top trophy for the 101-125 class, but Utah riders picked

off the other five trophies offered this group. In the 126-200 Expert class was the only woman rider to trophy. Maris Masengill of Iowa went home with the third place brass.

Utah riders had dominated the climb so far, but from here on, the California riders managed to grab the lion's share of the brass.

As a starter, Wes Evans, riding for a very large JMI Racing Team out of Southern California, took over first place in the 201-250 Expert class with a run of 695 feet. That mark was less than 50 feet below the all time high set last year by Larry Smith. Teammate Doug Hall copped second, and California riders made off with six of the 13 trophies presented in this class.

The largest class was the 251-500 Experts, with over 100 bikes going for 23 trophies. Again, California dominated, taking 12 of the trophies, with JMI taking 10 of those 12. First went to Kerry Peterson on a 400 Maico, second to Craig Mock on a 360 Yamaha, third to Northern Californian Ron True on a 450 Kawasaki.

In the 501-Open Expert class, a super rider from North Dakota Harold J. Odegaard, riding a 1250cc Harley, dusted off the Californians.

Competition in the Exhibition class was fierce. The bikes ranged in size from a 250cc Bultaco to 1560cc Harley. Most were fuel burners, something not allowed in the Expert class, and some carried tire chains. Riders included winners from early runs like Kerry Peterson, Wes Evans and Harold Odegaard. Many even felt that there was a chance the 1500 foot Widowmaker would be defeated by one of these bikes.

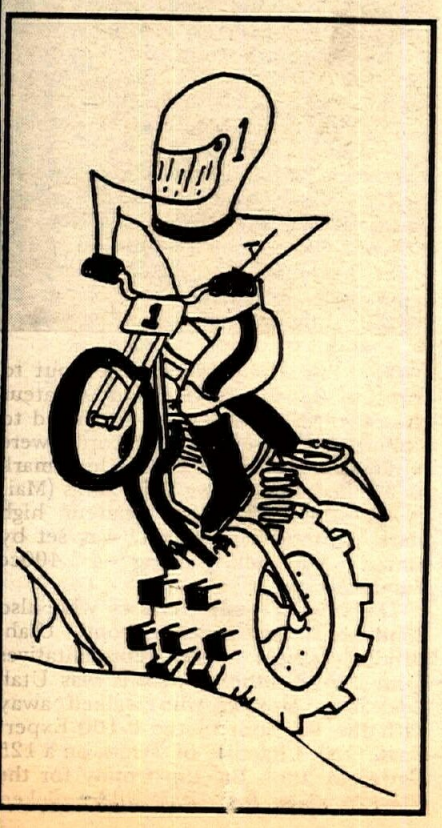
Perhaps it was too much power and traction, perhaps it was nerves or bad luck, but the first few riders off the line did very poorly. Ron True, riding about a quarter of the way into the class, was the first rider to pass the 800 foot mark, and his 882 feet held for a fourth in the standings, just out of the trophy list. Steve Picatti, also of Northern California, set a new high of 948 feet, one inch. His mark held right up to the next to the last rider in the class.

Then Ron Standeven, another JMI Team rider, roared away on his 836cc Honda. Standeven had changed the carbs and converted to fuel since his run in the Open Expert class. In the Open he had placed third, but this time the exotic fuel mixture gave him the additional power he needed.

Still well below the crest, but well above the mark held by Picatti, Standeven came to a halt at 984 feet, eight inches, a new record high. When Neal Mackel's 750 Triumph stopped at 903 feet, nine inches, the climb was over and California had swept the Exhibition class.

Maybe next year will be the one that sees the Widowmaker fall . . . ●

Results in Results Section.



Local hotline

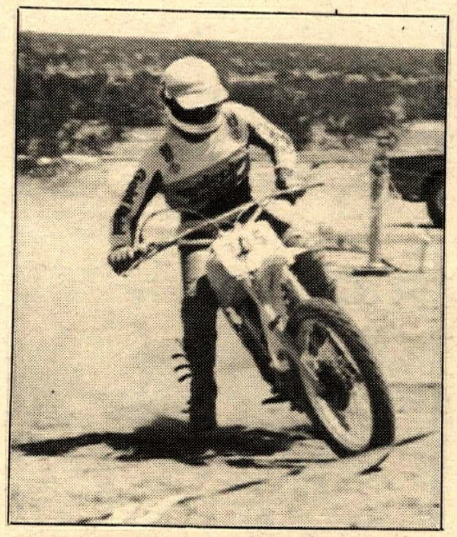
A Conroy kind of weekend

By Dale Brown

CALIFORNIA CITY, CAL., APR. 19-20 Bill Conroy (400 Yam) got a new sponsor, a new bike and some new luck as he charged to a Silver Cup victory on Saturday and followed it with an Amateur/Expert win in Sunday's Rare Desert Scrambles.

Saturday's Silver Cup Invitational was for the top 50 riders in the DRA point standings. They were aiming for the Silver Cup, a trophy valued at more than $500.

Conroy passed early leader Morgan Malocco (400 Yam) on the first loop



Bob Balentine had to work Saturday, but took a second OA, first 250 on Sunday.

and led all the way thereafter. The previous Silver Cup winner Kevin Hasten (400 CZ), racing for the first time since his back injury at the Mint, tried hard but Conroy wasn't having any. So it was second for Hasten, third for Malocco and dual points for the finishers.

If Conroy wants to put the trophy on permanent display down at Sunshine Yamaha (his new sponsor) he will have to win the next two Silver Cup races.

Sunday was the day for everybody else to tackle the same course. Tom Rogers (Hon) started it off by easily winning the 0-200 Beginner class, with Dan Tipton (Bul) in for second.

Likewise, J.L. Ferguson (400 CZ) led all three loops of the 250/Open Beginner clash to win, with Gordon Smith (400 Hus) in second. Mike Shively (CZ) was third, first 250.

In the Novice race, Crown Cycle's Dale Owens (400 Yam) had a healthy lead at the bomb and was never bothered after that. Lee Wilson (175 Hus) was in for second, followed by the first 250 rider, Steve Sutton (Hus)

Amateur Larkin Wight left his Triumph at home and rode a 400 Mono into the lead at the start of the Amateur-Expert race. When Wight took up spring plowing with his duckbill, Wayne Garrett (400 Yam) slipped into the lead and held it through the pits only to have his bike expire moments later. A few miles after that, Conroy passed Rick Shirey (400 Yam) for the lead and the win. Bob Balentine (250 Hus) moved into second and stayed there despite a bad crash on the last loop. Shirey and Jim Fishback (400 Yam) put some excitement into the pits when they came through on the fourth loop, so close that they were rubbing elbows the whole time they were in sight. Fishback eventually pulled away to finish third. Another one of Malcolm Smith's riders, Ron Dugan (360 Hus) was first Amateur at eighth overall. Gary Praster was the first small-bore, in at 10th.

The course featured a 14-mile first

Bill Conroy got the Silver Cup and a magnum of fizzwater to boot.

Dale Owens led the Novice class all the way.

PHOTOS BY DALE BROWN

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Local hotline cont'd.

PHOTOS BY DALE BROWN

George Lanyon, who won the Senior B class, goes gingerly down a hill.

Doug Posson prepares to sample the hillside. He got up to finish fifth 250 Novice.

"And then the ground went like this. . "

This hill got a little crowded during the Novice race.

loop with a nine-mile second loop which was run two, three or four times depending on the class.

In general it was a tight, uphill-downhill affair that weaved its way through one canyon after another. A lot of fun, even if it was a bit rough and bumpy. Oh, my aching forearms . . .

Results in Results Section.

Bolsa Grande High winners at OCIR

By Don Ross

IRVINE, CAL., APR. 19

After five weeks of rain outs, High School Motocross is finally back racing at O.C.I.R. The track has been changed and a really great straightaway has been added behind the grandstand giving the riders more room to pass.

The six schools competing for the top spot were Bolsa Grande, Saddleback, Estancia, Troy, California, and Canyon. All finishing in that order with Bolsa getting the trophy. Bolsa had been out the week before and finished second overall, but came back to prove they are number one.

The 125 Junior and Expert race turned out to be a great proving ground for Russell Stark from Bolsa on his brand new Suzuki 125. Stark looked like he was playing with the other riders as he took first overall in the Junior race. After his victory Stark stated that next week he would be riding Expert. The 125 Expert class was won by Phil Tignor (Hon) even after suffering a broken chain in the second moto.

The third moto of the 250 Junior and Expert race turned out to be the most exciting of the evening with three riders, Leo Saul (Suz), Tom Cross (YZ), and Glen Apling (YZ) tied for first. Mark Taylor grabbed the lead followed by Saul and Apling. Meanwhile, Cross had killed his motor coming off the line and had to work his way up through a pack. In the sixth lap Cross took the lead and held it to give him first overall. Second place went to Apling and third to Saul.

Many contingency prizes were given out during the races provided courtesy of Mission Honda, Norris Roberts Honda, Venture Yamaha, Cycle City, J&B Racing and Southland Cycle Center. Kevin Walker, of Bolsa Grande, received a primo plastic gas tank when his name was drawn from a list of riders from the school with the most participants. •

Results in Result Section.

Gremlins grip Banzai blazers as dark horses tally score

By John Ulrich

ONTARIO, CAL., APR. 20

Six hours is a very long time to race a motorcycle, and a lot of strange things can happen in that time. The AFM's six-hour production race proved that, with large chunks of the $5,600 prize and contingency money going to unlikely bookie choices.

Things went badly for a number of very hot teams right from the start. Scott Clough and Bob Tigert teamed up on Bob's Harry Hunt Yamaha and were the logical choice for winning the 350 class. But their bike started pinging three laps out, and they lost another three timing it. Then Scott ran out of gas, and later got a flat tire. Meanwhile, Willie Hardin and Dale McCreary went round and round, without making a mistake or having a problem. They won the class.

David Aldana, teamed with Mike Parriott, crashed. It took 12 laps to get their 900 Kaw rolling again. Bob Endicott and Pat Evans' Z-1 broke its crank. Reg Pridmore and Cook Neilson's BMW led a lot, lost the effective use of two gears, crashed under Cook's guidance, pitted to replace ground-through rocker box covers 20 minutes from the finish, and broke a few laps later.

Team Hansen's blazing Lane Weil/Keith Code Laverda got a flat tire, Ron Pierce and Pat Lagan's BMW had a whole rash of troubles that put oil all over their rear tire, and the John MacDonald/Pat Beacome/Lee Fleming Z-1 threw a valve shim through the cam cover.

Miles Russteusher (BMW) fell off while leading, Wally Karpynec and Whitney Blakeslee's Suzuki X-6 lost its throttle and front brake assembly bolt when Wally crashed on some else's gas slick. So Wally rode around tugging the throttle cable with his left hand. The brake assembly fell off and dangled by the cable as he tried to brake for turn 10, so he came in and fixed it. Out again, the entire rear half of the left muffler fell off. Then the bike sprung a gas leak. In spite of it all, they won the 250 class hours later.

All the while, some people's races were going as planned. Ed Unini and Jeff Steele put together a second overall, first 750 with a flawless ride aboard a trouble free Pearce of L.A. Honda. John Weed and Fred Walti did the same in the 500 class, fifth overall, on – get this – a Suzuki rotary. Tony Murphy and Norman Frajo followed them in with another RE-5 to sweep the 500 class. The things were absolutely terrifying to watch wiggle through high-speed turns, but never missed a beat. "They last," said Walti.

Another all-time great wiggler was Cook Neilson on Pridmore's BMW. It must have been the magic *Cycle* magazine touch that turned the big BMW into a wiggle worm, because it didn't seem to wobble all the way from halfway down the straight through turn five for Reg. Cook didn't back off much, though.

The best ride, $485 worth in straight prize money alone, belonged to Martin Carney and Roger Hagie on an absolutely stock Z-1, complete with Dunlop F6B and K87 tires. There wasn't any oil at all showing in the crankcase viewing window when they finished, but there wasn't anyone in front of them, either. Smooth riding and "no hassles" won their race.

Saturday:

Some serious racing was intermingled with practice for the six-hour

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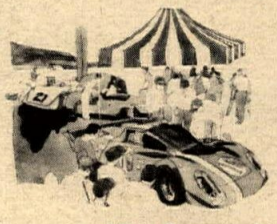

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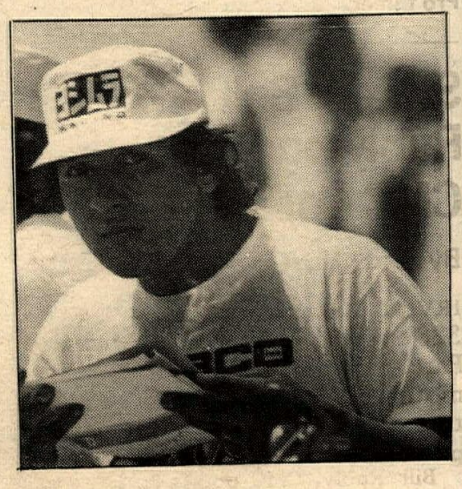
Local hotline cont'd.

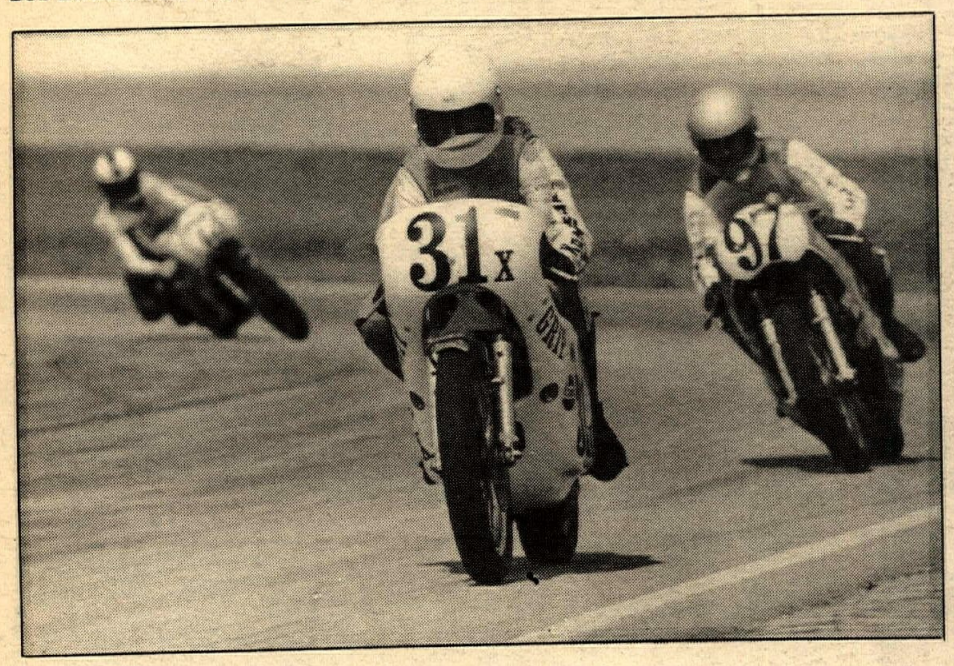
The Keith Code/Lance Weil Laverda 1000 went well, but was delayed by a flat tire.

Dark horse Roger Hagie and his partner, Martin Carney won the big one.

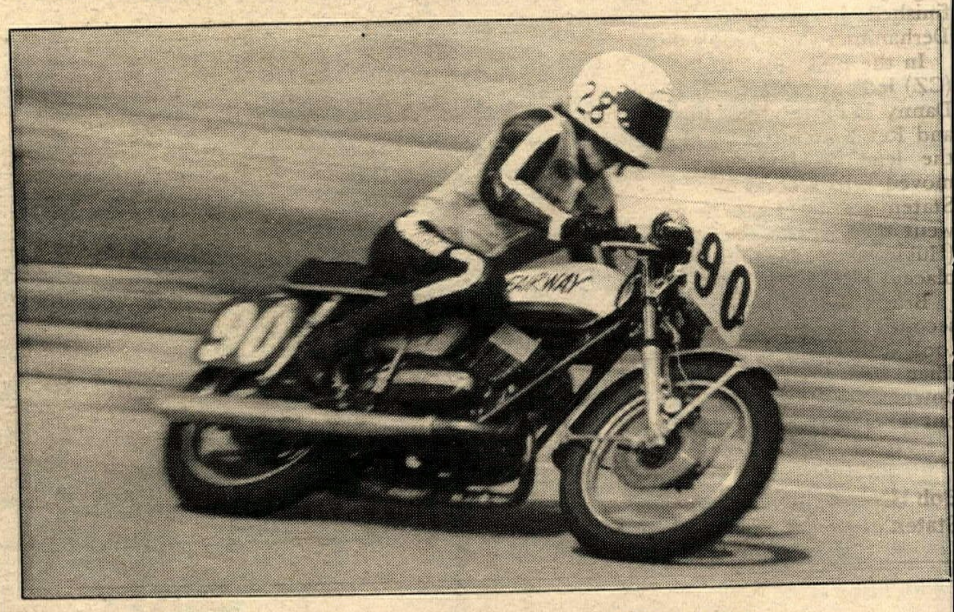


Dave Aldana eyes the competition.

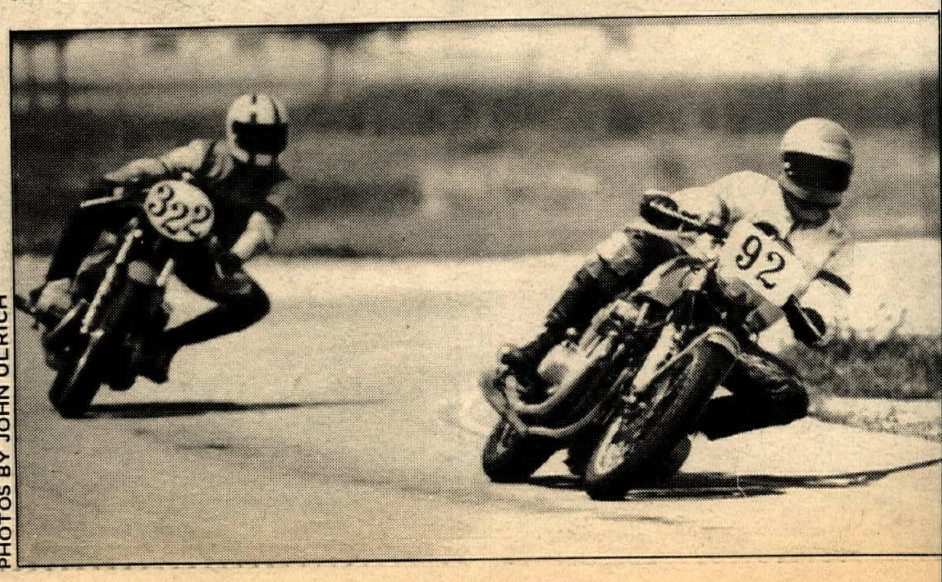
Bob Endicott (31x), Ron Pierce (97) and Harry Klinzmann (73) in a tight formation.



The Dale McCrear/Willie Hardin team won the six hour lightweight honors.



Jeff Steele and Ed Unini put their 750 Honda in a Kaw 900 sandwich.



PHOTOS BY JOHN ULRICH

production race and bizarre field meets on Saturday. The class was 250 GP, the showdown between Bob Endicott and Ron Pierce, with Harry Klinzmann sticking a wheel in just to keep it interesting. Pierce's Harley-Davidson suffered from the usual non-factory Harley 250 problem, excessive chain stretch and resultant sprocket jumping. Switching from break-prone 428 chain to stronger (but not strong enough) 520 chain involved cutting and welding two different size sprockets together. The guesswork gave Pierce a bike geared so high it would only pull fifth, yet which was still a match for Endicott's G.R.I.P. Yamaha down the front straight. The lead changed constantly according to the part of the course, and Klinzmann, in his best-ever GP ride, kept the pressure on first and second. Pierce had the race under control after Endicott missed a shift on the seventh lap. Ron won by a length, with Harry right behind Endicott and Whitney Blakeslee a distant fourth, all alone and in front of the pack.

Pat Evans, who really scratched to get around and stay ahead of Harry Klinzmann to win 250 GP last week, finished fifth today after a race-long battle with Larry Koop and Mike Baeder.

Rudy Galindo didn't get to the grid from his warm-up lap in time to get the flag, and so started well behind. He passed seven riders on the first lap, pitted, came back out and moved around in the top seven, making up for his Yamaha's bogging out corners with blazing speed on the straights. It's amazing what he does with junk motorcycles. ●

Results in Results Section.

Danny LaPorte was an early 250 Pro threat.

Staten, Bell and Rubly pocket CMC dollars

By Andy Hayt

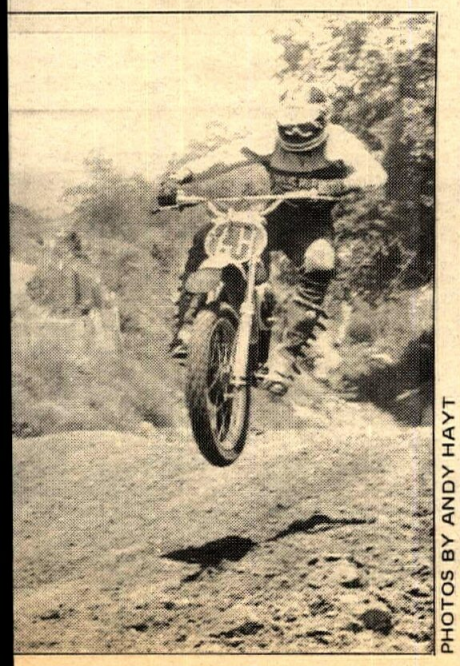
IRVINE, CAL., APR. 20
328 riders invaded Saddleback Park for CMC's $1000 purse motocross. Due to the large rider turnout the 34 races were completed after a total of nine hours.

Bill Rubly, CMC points leader, won the 500 Pro class for the sixth straight week in a row. Rubly (Mai) who led the first moto, was never challenged for the lead and went on to take the checkered flag. Jeff Eierstedt (Bul) started and finished in second place while Jon Derhammer (Yam) took third.

In the first 250 Pro moto, Bob Stem (CZ) led at the start and was pursued by Danny LaPorte (Fra), Dave Pessy (Mon) and Rex Staten (CZ). LaPorte took over the lead on lap three, while Staten moved into second after passing Pessy. Staten got by LaPorte on lap six and went on to take the win. Bob Hannah (Hus) was second and Stem took third place.

Bruce Baron grabbed the lead in the second moto for one lap, but LaPorte took over the first position on lap two. Then Rex Staten passed Baron on the downhill and went by LaPorte as he slid out in a turn. Staten took the overall

Bob Hannah, flaps extended, chased Staten in second 250 moto.



PHOTOS BY ANDY HAYT

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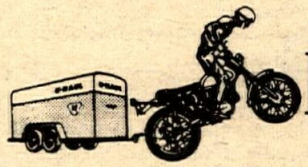

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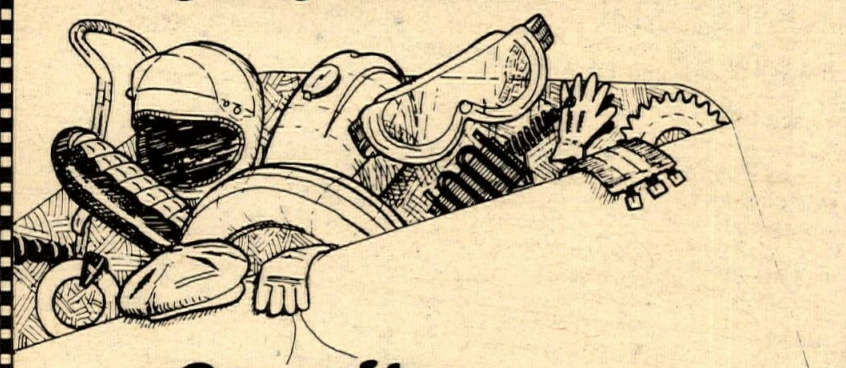

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Local hotline cont'd.

Bruce Baron (13) has added a Suzuki RM125 to his stable.

Gaaa! Lost in the dust on Banzai Hill.

Ridgecrest Roundup at 395 Cycle Park

By Phil Carpenter

ADELANTO, CALIF., APRIL 13
Jay Burgum, Victorville Captain, led his team to the winners circle by grabbing second place brass in victory with Bruce Baron in second and Bob Hannah copping third.

Mike Bell (Hon) was on top of a jam packed 125 Pro class. The final round, which consisted of eight riders from each of the two divisions plus eight riders from a consolation race, was led by Warren Reid mounted on an FMF Honda. Reid led the pack for two laps before being passed by Tim Lunde (Hon). Lunde then lost the lead to Mark Tyer (Hon) who could not hold off hard charging Mike Bell. Bell took the lead for the remaining four laps and held on to take first place. Mark Tyer ended up second while Bob Hannah (Suz), who had come from 13th place, took third.

Results in Results Section.

the 100 Novice race behind class winner and Kennedy Captain, Rod Zeliff. Placing second in points for Victorville was the terror of the 125 Expert class, Tyrone Brown. Getting it all together for his first ride in the Novice class was Kevin Garlick placing third in the 100 Division behind Burgum and fourth in points for Victorville.

It was a Ridgecrest roundup as 13 out of 40 trophys went to the boys up north. "Jetter" McAlpin got the winning streak going by driving his Honda home to first in the Min Beginners 6-10 years and his big brothe took third place trophy in the 250 Novice class. George Curnutt grabbed second place trophy in the Min Beginners 11-14 age group while Allan Hopper took honors in the Mini Novic Dan McNeilly commanded the 125 Beginners and the 125 Novice class fell to Steve Bridges after Steve Westbay settled for third when he endoed in th third moto. One lone Desert Phantom from GAFB did his duty defending th 250 class when Gale Tyler, Mik Whitman, Butch Burfiendt, and th Blurton Boys took the commandin leads in the winners circle fo Ridgecrest.

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NATE JACKSON

Kevin Garlick, fourth in points for Victorville High, finished third in first ride in Novice class.

Apple Valley aces dominated the Expert Divisions as the battle for first in the 125 Expert was settled in the third moto between Steve Davis (Hon) and Tyrone Brown (Hon). With a first and second each behind them when the green flag fell, it was Tyrone out in front until lap three when Davis sewed it up. Tracy Walters took 250 Expert honors behind hard-driving Hulon Morrow from Lucerne Valley. Rich Barnes from B and B Yamaha withdrew from the third moto giving Karl Wilson the edge he needed to wrap up first on his new Suzuki in the Open/Amateur class. ●

Results in Results Section.

Pessy makes it

By John Bethea

IRWINDALE, CAL., APR. 18

He may have waited six months to tie Tim Hart's CMC win record, but Dave Pessy only needed one more week to break the mark and establish himself as an 85-time victor.

Pessy did it rather awkwardly at the third meeting of the Spring Motocross Championship Series. Jeff Vidic, now Dave's Wheelsmith teammate, won each of the first two 250cc Pro rounds with Pessy second. Then, when Vidic floundered in the final Pessy scampered to the lead and suddenly emerged as the overall winner for only the second time this year.

The victory keeps Pessy as the top Pro in the Series which pits Juniors, Intermediates and cash-chasers in points competition. Dave brought his total of the series to 71 to tie for ninth. Taking over again as leader was 125 Intermediate II winner Vince Van Hook (Hon) whose total now reads out at 79.

Bill Rubly (Mai), now riding for Precision Cycle, won yet another 500cc Pro and continues to build an ever-increasing lead in the season-long CMC points race for the Number One plate and a new Ford van at the end of the year. Curtis Lessel (Mai) was this week's runner-up to Rubly.

Rex Staten, playing musical bikes after his falling-out with Maico, tried an Ossa again this week in the 250 and a mean looking Moto Villa in the 500s. His 250 fouled up a gas line just before the first moto which caused him to not even start. He failed to appear for the first two 500s, too, but did show for the final and took second to Rubly in that one.

The 125cc Pro honors went to little David Taylor (Hon) who chiseled out a perfect three moto sweep to top the biggest Pro class of the night. Tim Lunde (Hon) gave chase in second twice, registered a fourth in the other and still wound up easily as the second-place rider. ●

AME at night

By Barney Drake

VALENCIA, CAL., APR. 11

Bultaco mounted Rob Rollins taxied his way to first overall honors in the 125 Pro Division at this week's AME night race. Evan Marcus (Hon) put second overall in the bag ahead of Andy Jannings by winning the second moto. Jannings was left with third overall.

As usual, Maico dominated the 250 Pro class; however, this time the Maico advocates were Hal Strauss and Don Hansen. With reasonably equal bikes Strauss and Hansen stayed very close together. When they began to lap slower riders Hansen got held up, giving Strauss what he needed to take the overall victory. Hansen took second with Joe Root (Ossa) in third.

The 500 Pros stormed on to the track for their first moto with Dave Haugh (Bul) maneuvering his way to the front of the pack. Tom Claire (CZ) and Randy Stubbs (Bul) battled for second. As the moto progressed, consistent Dave Haugh had gained a respectable lead. "Berserko" Randy Stubbs had calmed down; however, Claire still held an advantage over him. That's how it finished: Haugh, Claire and Stubbs.

In their second moto Claire switched the tables on Haugh and pulled away to victory and the top money. Stubbs finished the same as in the first moto, with a third and Haugh with a second.

Smooth Mark Hendrix (Bul) won the 125 Intermediate with relative ease. Upcoming 125 rider Willy Simons (Hon) seemed to be plagued with mechanical problems which held him back to second overall. ●

Results in Results Section.

Spring Fling score: Saboteurs one, SRA one

By Ron Schneiders

RANDSBURG, CAL., APR. 13

Over the years there has been a more or less continuous argument about the primary purpose of an enduro. Should it be a contest among precision timekeepers? A fun event with de-emphasized competition? A macho sport where the survivors of a brutal joust with impossible terrain determine the trophy winner in broken-beer-bottle and meat hook free-for-all in the pits after the event? There are infinite variations on these three basic ideas, and most of them have been tried at one time or another. But now there seems to be a new type of enduro developing, a competition between the enduro promoters and those who want to sabotage the course. The promoter wins when all the entrants make it back to the pits after following the course he has laid out; the saboteur wins when the entrants are left milling around in the desert. The umpteenth round of this unfortunate game was played out at the SRA's Spring Fling Enduro.

The Spring Fling enduro, even by the standards of family fun runs, is a gentle enduro. The pit area was a small triangle of land defined by Trona road and the Trona railroad tracks. The confined nature of the pits seemed to cut down the pit racing, so it might be a good idea to standardize on small pit areas.

The course set off in a northeasterly direction paralleling the railroad tracks in a little corridor between the railroad and the Southern part of the Spangler Hills. At about eight miles, the course turned north to circle the Spanglers, cutting into the foothills just a bit, on the northern boundary of the range. It was here that the riders encountered the only significant difficulty of the run, a rocky downhill maybe 200 yards long. Although I did not see anyone having any real difficulty with it, several riders told me after the run that they were glad they hadn't had small children along because of that section.

RON SCHNEIDERS

Mostly a Sunday sit-down ride.

After leaving the Spangler Hills, the course, at roughly 20 miles, entered what the BLM is calling the "Rademacher Open Area." The terrain was fairly easy and eventually we got to the top of a sandy hill with big rocks sticking up out of the sand, which sort of reminded me of pictures I've seen of Stonehenge. On top of the biggest rock an SRA flagman was directing people in an obviously incorrect direction. He explained to me that someone had torn down their ribbon and had rerouted the course in a circle, so he was sending the riders straight in the pits (which could be seen from where we were standing).

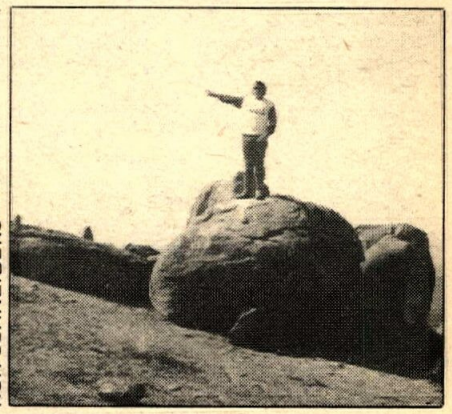
Since I wasn't officially competing, I decided to follow the correct trail and see just what damage had been done. Although the ribbon was a bit sparse I was able to follow the trail and eventually I came upon Ron Vincellette SRA's Chief, reribboning the course, unaware that his aide-de-camp was solving the problem in a different fashion.

"The bastards are really getting good," Ron said while tying a ribbon to a bush. (Even though he now knew that no riders were going to be coming he still ribbons. He's been doing it so long it's kind of a reflex: see a handy bush, tie a ribbon to it. Automatic.) "We rode this trail at 6:30 last night and it was all right. They must be doing it at night with a jeep." I left Ron to his futile ribboning and followed the trail for the remainder of the loop. No one had been on it. My buddy and I were riding virgin trail on a family enduro. Far out.

The second loop went off to the south, following in a rough sense the boundary of the Rademacher Area. At its southernmost extreme the course comes almost into the town of Randsburg. The riding was actually fairly easy, and although I was not attempting to keep time, it seemed that most riders were going along at a fairly relaxed pace.

Not too far out of camp the course went up on an old abandoned railroad grade. Northern California riders use these grades quite often but there aren't too many of them in the desert. A few miles on these grades and you learn to treat them with a lot of respect because they tend to vanish abruptly in spots where once there was a wooden trestle, which is now long gone. That's exactly what happened on the grade we were riding. A section maybe 20 feet long (and 10 feet deep) was missing. When I got there, a rider had crashed. To appreciate what happened imagine a

"They went that-a-way."



RON SCHNEIDERS

canyon jump where the star-spangled hero doesn't quite make it and smacks into the far wall. That's just what happened, only in miniature. What he had done to his bike was unreal. A bike which, a second before, had a 55 inch wheelbase now had about 42 inches. The handlebars and forks were a modern art design in sculptured metal. The frame was tweaked and so was the swingarm. Needless to say the guy was also tweaked, both emotionally and physically, though nothing seemed to be broken. We talked.

Him: "I was going at least 45 mph when I went off there!"

Me: "I can see that."

Him: "Why don't those idiots danger mark things like that? A guy could get killed."

Me: "It was danger-marked, both sides of the trail three places."

He doesn't believe me so we walk back to the nearest one, about 50 feet in front of his unintentional take off. Since he is in obvious pain I don't show him the others.

Him: "You mean these down-pointed arrows?"

Me: "Yep, those are danger marks." (It said so very clearly in the rider's instructions too, but I tactfully avoided mentioning this.)

Him: "They've had those before and they haven't been nothin'!"

End of conversation. I felt like pointing out to him that there had been those same sorts of danger marks in front of at least two roads in this run, which were similar to the roads on which two riders had already been killed this year in other runs. If he thought they were "nothing" he had already used up this month's allocation of luck, which was why he crashed. That, and an obvious lack of proficiency in motorcycle flying.

The rest of the run was just an easy ride over some nice but unspectacular trails. The re-routing genius of the first loop did not hit the second loop so all he accomplished was the loss of one check and roughly five miles of trail. In the contest of "who marks the final

(Continued on page 30)

Yamaha MX 400

By Richard Creed

It's hard to figure Yamaha out. Barely eight months ago they astounded the motorcycle world by releasing their ultra trick YZ Monoshock models on an unsuspecting public. The results were devastating. Rave reviews flooded the moto-monthlies and cycle press, riders stormed dealers showrooms with hard earned dollars in their hands eager to buy the ultimate motocross machine. "By, Gawd, Clem, it's jes' like Pie-ears bike, look at that paint job!" The resemblance to the National Champion's bike was more than paint deep as many zealous buyers soon found out. The YZ production bike was about as scarce as the works weapon and its near two grand price caused many would be Joels to rethink their racing commitment.

There was one other area for comparison. The YZ demanded attention just like its factory team counterpart. No longer could the weekend warrior hose off his ego tool at the local soap squirter on the way to the races Sunday morning and hope to survive through the day. The YZ sucked sand through its air box connector hose, vibrated nuts and bolts loose and gulped water into its one lung like a thirsty beggar. Besides being heavy with the greenbacks, and a whiz with the wrench, the YZ also demanded of its owner a riding style that not everyone could adapt to. Most YZ riders are probably still riding their bikes the wrong way. But, for those who were willing to adjust to the YZ the rewards were immediate and plentiful. It won and it built a solid following among riders competing in both Amateur and Expert classes.

Now, Yamaha has taken the lessons learned from the YZ racers and applied them to their standard MX line and produced, for all intents and purposes, a motorcycle superior to its more expensive predecessor. At a list price of $1,499 the MX 400 is priced right in the middle of the Open class market.

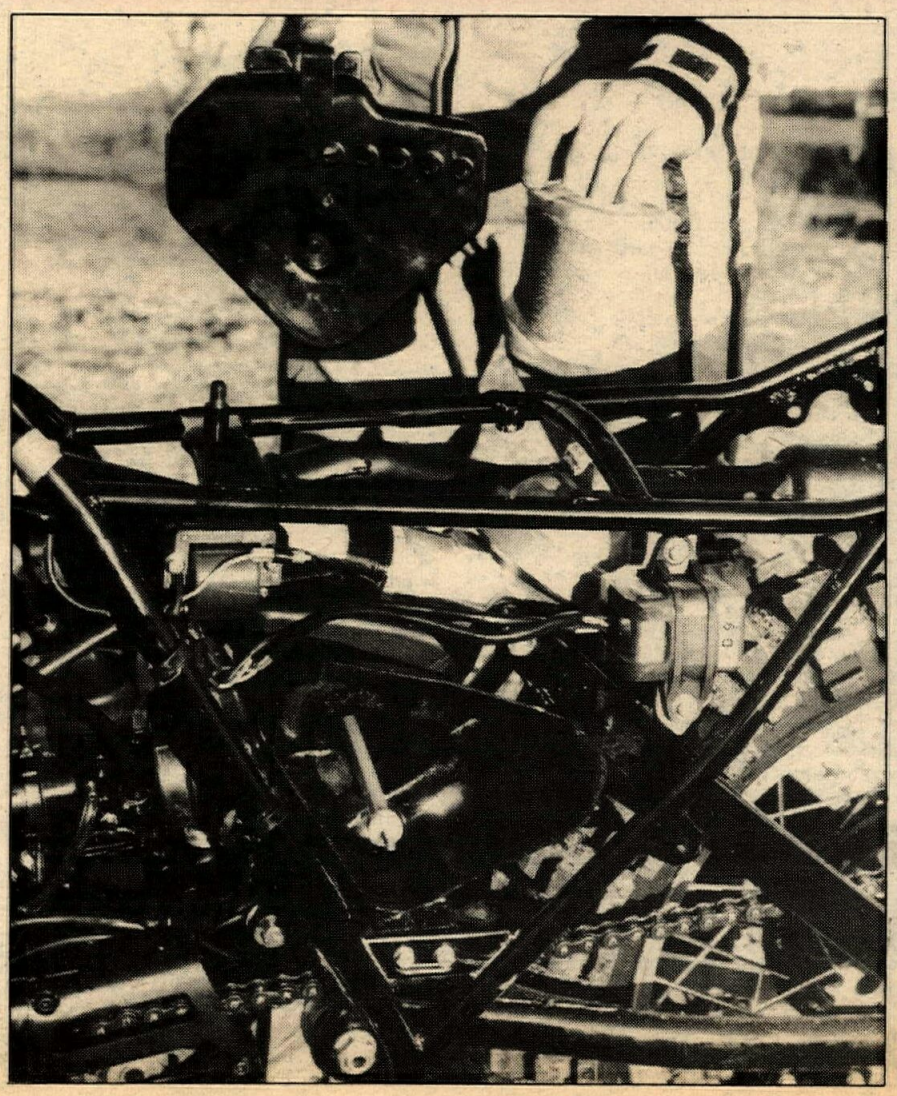
Yamaha MX series bikes have always been known for their robust reliability, abundant power and less than subtle handling. They were bikes derived from the enduro series and were never at home in rigorous high speed competition. The new MX 400 is. Provided the monoshock unit is tuned to the owner's weight and riding style and the track surface. The key to the whole motorcycle is getting the rear suspension dialed in correctly. To do this you must go to a Yamaha dealer. The first time out on the bike, on a sandy whoopdee filled course, found test riders in immediate contact with the ground. One rider wound up with his leg trapped between the rear wheel and the monoshock swingarm. After that we took the bike to Bill Kasson Yamaha for a shock cure and some other personalizing. Kasson changed the nitrogen gas pressure, cut one inch off each end of the handlebars, changed the fork oil, dropped the forks down to YZ measurements and put on some Hallman GP grips. Just changing the pressure of the nitrogen gas improved the handling at the rear considerably. But changing the gas pressure is just one of three changes that can be made either separately or in combination. If the full range of possibilities is used you can diddle with the monoshock unit for weeks working out over 300 different combinations of spring tension, oil viscosity, and gas pressure. Oh, one other thing, as the monoshock works the gas expands and for "ideal" handling it should be siphoned off at the end of each moto. The factory rigs have a built in release valve for this purpose.

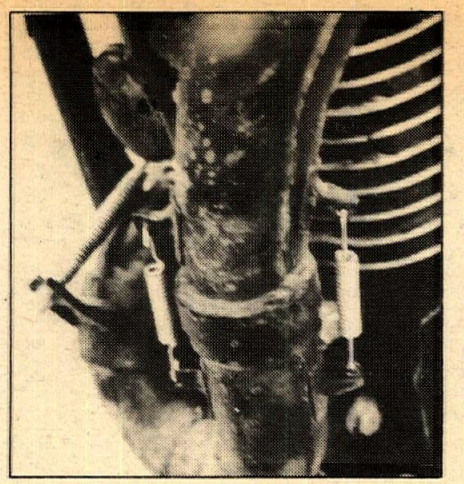
But we're getting ahead of ourselves. Let's go back to the front of the bike and work our way back.

The front end is standard YZ which means it is functional and ultra clean in appearance. No other bike can boast of a slimmer set of front forks. Coupled with the lightweight aluminum hub and magnesium brake back plate the MX 400 gives off an immediate feeling of lightness. But, at a claimed weight of 228 pounds it is 10 to 15 pounds heavier than some of its competition and the additional weight is in the monoshock suspension which is carried high up under the tank. A new rider, unfamiliar with the YZ's cornering manners may take a while to adjust to the bike. Instead of trying to force the bike into cornering differently it would be best for the rider to adjust his style to the bike. Keeping the bike vertical, squaring off the turn tightly and blazing away with the MX 400's instant horsepower seemed to work best. Since the frame is of YZ geometry, has the same forks and monoshock rear suspension, a YZ rider would have little trouble adapting to the big stroker. What? A YZ rider switch to an MX model? No way! Don't be so sure. The MX 400 has enough unique features to stand on its own merits and many a prospective YZ buyer would be wise to consider the MX 400. Why?

Cheaper price, by about $300 for openers. More importantly, the MX is more powerful, has many of the annoying bugs of the YZ worked out, has many detail refinements, and we feel, will prove more reliable in the long run. We base this feeling of confidence in the bike's longevity on the new air box design and the new engine. The air box is still a dual element model, but houses filters that are larger than the YZ and the air box is of a much better design and better made. The YZ engine is almost powerless in protecting itself from water and mud. Not so the MX model. A large black plastic central section capped at both ends by covers keeps even the most determined grit grinders from entering the carb. Throughout our time with the bike the filtering arrangement never failed despite one race under near monsoon conditions that changed to sleet and finally snow. Repeated washings with high pressure hoses also failed to hinder the MX 400's first kick starting abilities. This untemperamental behavior has always been the main appeal of the Yamaha MX line and it has not been lost in the exotica. Cold weather did not deter it either. Sub freezing temperatures required only two or three boots of the folding kickstarter with the choke on to bring the radial headed engine to life. The carb performed flawlessly providing considerable low end without compromising top end performance. In fact the MX 400 had plenty of guts to pop, not pull, the front wheel in the air in fourth and fifth gear. The only thing we wish that Yamaha would do is to change the choke arrangement. The pull up and turn rod is small and hard to operate with gloves on. With wet or muddy gloves it is a near impossiblity.

The new engine should not be





Front mounting springs on the expansion chamber were much better than the YZs.

Here's the culprit. The shift adjustment screw came adrift and tangled with the primary gears.

confused with the 400 Enduro engine in any way. The Enduro engine is a further edition of the well tried 360 while the MX 400 engine appears to be a mating of the 400 cylinder and radial head to a YZ 360 lower unit. The power is remarkable throughout the rev range and, while we wouldn't call it an enduro engine, it does have more low end grunt than the YZ without losing any of the YZ's instant power and still retain a kick on the top side of the RPM scale. Three factors contribute to this; an increase in displacement of roughly 12% and a carb-reed valve package that helps the MX 400 realize its full potential.

The engine also contains a few puzzles. The side cases are cast with the federally required shift pattern and "kickstarter" label and also have a hole for a tachometer drive. Our suspicion is that the 360 engine is reaching the end of its development and that next year the 400 Enduro and MX line will share the same engine in different states of tune. Adding to this suspicion are two small brackets at the bottom of the frame under the engine that could easily be center stand tabs. The CDI unit has also been moved up under the seat into a more protected area. It is no secret that the '76 Yamaha dirt bikes will probably all be monoshock designs so what we have this year as MX features will probably be standard enduro fare next year. While at last year's ISDT we noticed a couple of monoshock Yamahas competing in the familiar red and white European color scheme.

If the above speculation does prove to be correct then next year's enduro bikes are going to be *the* high performance off roaders, provided too much isn't lost in the transition to street legality. There is a consumer trend toward a multi-purpose bike for everything and Yamaha may just have the right machinery at the right time again for another DT-1 style sales success.

Our test, or rather impression, of the bike was not without problems. The handling upended several riders as previously mentioned, but these were riders unaccustomed to riding a monoshock motorcycle. Riders of YZs loved it and commented particularly on the extra power and broad range. A rider of a GP works bike stated flatly that he wished the engine was in his frame. We also lunched a shift adjusting screw that had come loose and started to tangle the primary gears. The result was a few chipped teeth on the main primary gear. A new screw was installed at Bill Kasson's, the shifting adjusted and the bike performed without any further problems. Whether this was a fluke only time will tell. The screw is held in place by one small lock washer and a nut. Attention to this when replacing gaskets or during occasional inspections would be a good idea. If this

(Continued on page 42)

rbox is dual element type. Note CDI placement change.

The works exposed. Major changes from the YZ include completely new airbox and swingarm. Snakey exhausts is mounted better than is YZ counterpart. Springs, nuts and bolts and rubber grommets hold things together.

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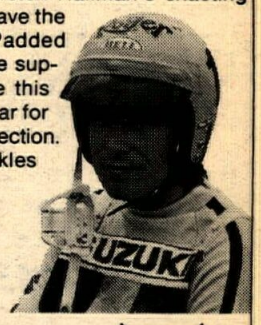

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PHOTOS BY STEVE CASTILLO

Weinert (1) got his closest competition from Semics (trailing) and West (not shown).

Cycle News North

DiStefano, Weinert score at Santa Cruz qualifier

By Steve Castillo

WATSONVILLE, CAL., APR. 13
The first in a series of three AMA qualifiers was held in the sleepy town of Watsonville near Santa Cruz. Running three 20 minute motos the riders got a good taste of motocross terrain including up and downhills with many off-camber sections. The track itself is located in the Santa Cruz County Fairgrounds and the course was long enough to make things interesting.

Sal Defeo (Mai) jumped out front in moto one of the 250 race followed by Chuck Sun (Bul) and Mike Kessler (Hus). Tony DiStefano (Suz) was on the way up from his fifth place on the first lap. DiStefano pressed on till he moved into first and everything looked pretty sedate with Defeo in second and Rex Staten (now on an Ossa) in third. Things started to happen on about the next to the last lap, Defeo came around in first,

Hollywood Freeway — 5 p.m.

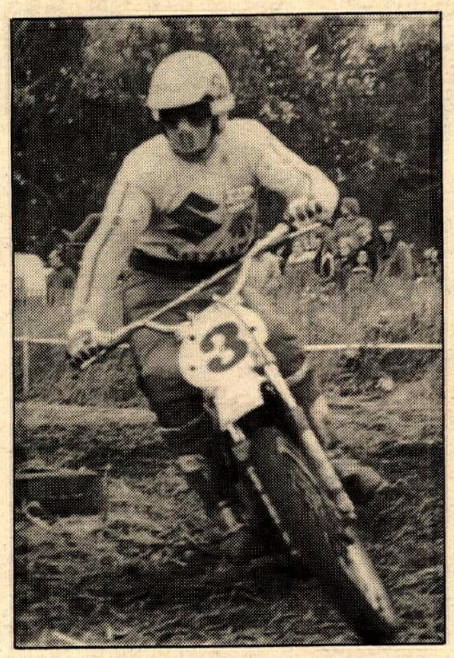
DiStefano had apparently crashed but was still in second and Staten still holding down third and that's the way they finished.

DiStefano rocketed away in moto two with Gaylon Mosier (Mai) running second and Rich Eierstedt (Hon) third. Tim Hart (Yam) who finished 28th in the first moto due to bike problems was pushing hard and by lap two was in second. Hart started to really pressure DiStefano and in a tight off-camber Hart went inside on Tony D. They bumped, DiStefano killed his motor and that was the last he saw of Tim Hart in that moto. Hart won, DiStefano got going again still in second. Eierstedt, after a problem plagued first moto, picked up some valuable qualifying points with his third in moto three.

Bruce McDougal and Tim Hart the Dynamic Duo from Yamaha blasted into the front of moto three. Hart wasted no time in going about business. His business this moto was again with Tony DiStefano who was playing the villian with Hart this time. Marty Smith (Hon), who finished sixth and ninth in his first two races was turning it on in third place.

About the halfway point Hart ran into trouble and dropped back to sixth. DiStefano was now out front with a fairly comfortable lead of about 11 seconds on Marty Smith. Smith got stoked and took off after DiStefano with a vengeance. Cutting three to four seconds each lap Smith had worked up to within three seconds of DiStefano when the last lap flag came out. Smith had the crowd on his side as they urged him on in his pursuit of the Suzuki rider. Smith tried hard, but this time it wasn't to be. Less than one second separated these two at the finish.

Jim Weinert (Yam) had the 500 race pretty much to himself today. Moto one



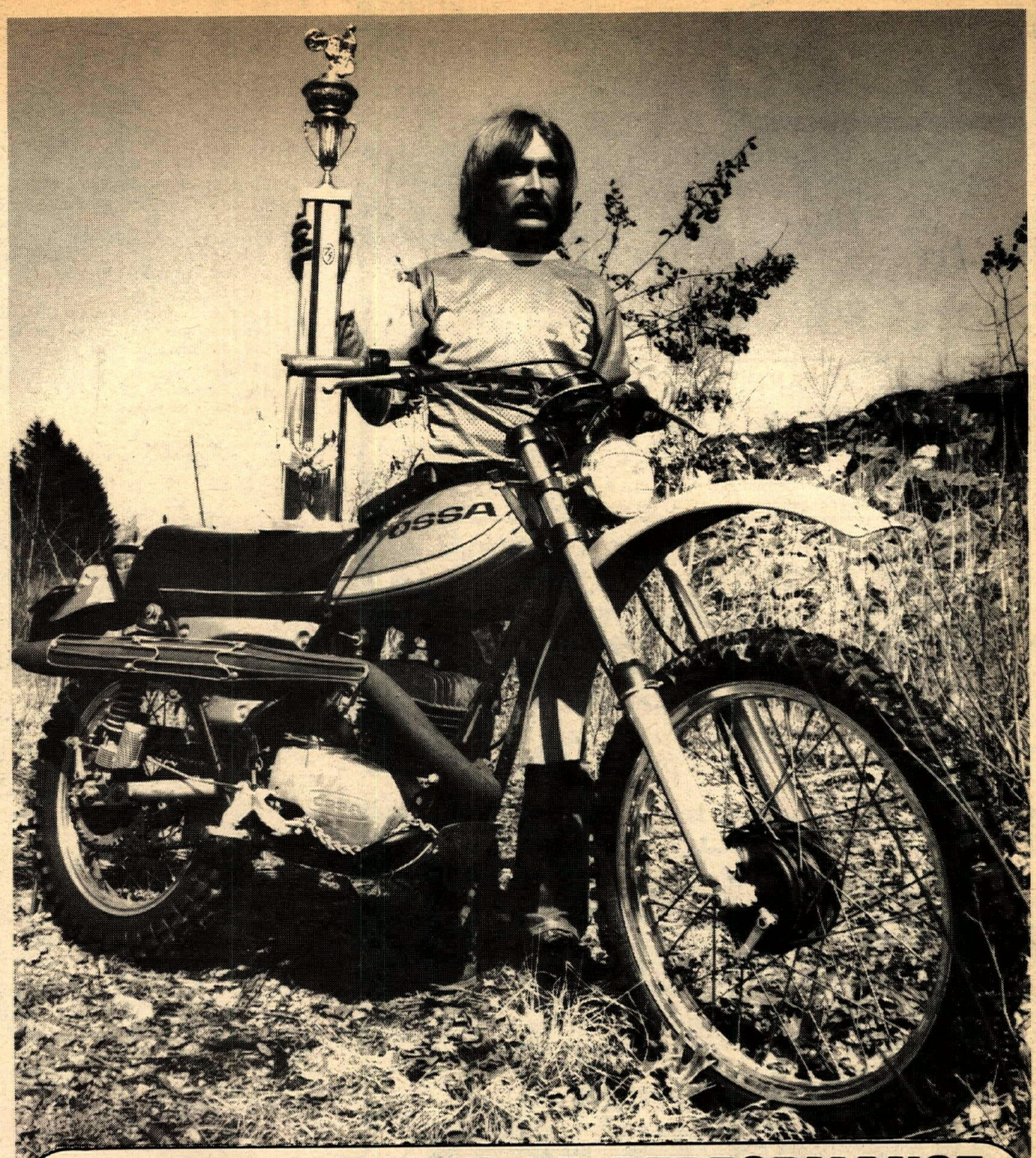
Tony D. breaking in his first factory ride.

found Jim West (Mai) out front with Gary Semics (Kaw) close behind and Terry Clark (Hus) in third. Weinert was back about sixth at the start and was on his way up, passing riders in giant swoops. It wasn't long before the 500 class champ caught and passed Semics. Weinert wasted no time reeling in West and won the race with time to spare.

Gary Semics opened the stops on his big bore Kawasaki and took the hole shot in moto two. Jeff Foland (Pen) was running hard in the second spot with Terry Clark up again in third. Everything looked good for Semics, a nine second lead on Foland and Clark. At this point Semics pulled off the track and fooled around with his front brake. It was later learned that a rock had gotten stuck in the brake activating arm causing scary handling up front.

Semics' stop cost him too much time as Foland zoomed by. Weinert was up after a poor start and about the same time Semics stopped Jim pulled over to have a bent brake lever straightened. He got going around sixth.

Clark and West closed in on Foland but the Penton rider from San Diego heid his own and finished out the race



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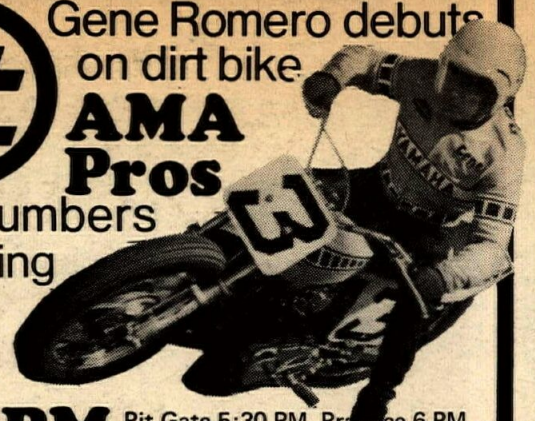

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in first place. Clark was second and Weinert was third.

Semics again pulled out front of the large field in moto three. Jim West was right on Semics this time, with Weinert coming up hard and fast in third. Semics had built up about a seven second lead on Weinert when Weinert suddenly dropped back. It looked like Semics was all alone but Weinert started his charge up again and was closing fast.

Back in third Dan Turner (Bul) was shadowing Terry Clark with an eye for that place. Semics led to the flag where he had bare seconds on the fast approaching Weinert. Terry Clark was able to hold off Turner long enough to finish third.

The Ridge Runners of Santa Cruz did an exceptional job on their first pro race and the organization was praised by many riders. •

Results

250: 1. Tony DiStefano (Suz) 2, 2, 1. 2. Rex Staten (Oss) 3, 5, 4. 3. Marty Smith (Hon) 6, 9, 2. 4. Bruce McDougal (Yam) 8, 6, 5. 5. Gaylon Mosier (Mai) 13, 4, 3.

500: 1. Jim Weinert (Yam) 1, 3, 2. 2. Gary Semics (Kaw) 3, 4, 1. 3. Jim West (Mai) 2, 6, 3. 4. Terry Clark (Hus) 5, 2, 4. 5. Dan Turner (Bul) 7, 5, 5.

T-car MX opening race

CARSON CITY, NEV., APR. 6

For the first race of the 13 race series, there were a total of 63 courageous riders to challenge the elements — ice, snow, mud, and freezing temperatures, with just a little sunshine. The minis ran three motos each of 10 minutes plus one lap and the regular sportsman classes ran three motos each of 15 minutes plus one lap. Considering the weather conditions, the track looked hazardous at first, but eventually turned out excellent. •

Results

MINI 60cc CLASS: Kerry Barby (Nov).

MINI 80cc CLASS: 1. Robert Stennett (Ex) overall. 1. Frank Zubiela (Nov). 2. Coty Stennett (Nov).

MINI 100cc CLASS: 1. Fred Edwards. 2. Kevin Truax.

REGULAR SPORTSMAN EVENTS

125cc NOV CLASS: 1. Leonard Hadlock. 2. Michael C. Brown. 3. Ray Cunningham.

250cc NOV CLASS: 1. Robert Fitzsimmons. 2. Bill Holt. 3. Conrad Stitser.

OPEN NOV CLASS: 1. Jim Hallaham. 2. Rooney Hennenger.

OPEN JR CLASS: Dave Laughlin.

Lucky 13 Series

By Sue Sykes

PUYALLUP, WASH., APR. 4

The race program started in early evening with plenty of daylight to get a good feel of the track during practice and the first moto in each class.

Fourteen racers pulled to the starting gate for the Mini class, As and Bs running together. Russel Tom (Yam) took the first moto lead until a fall after seven laps. Mark Anderson (Hon) took over for an easy win, scored in the B class. Final scoring showed solid wins for Gary Watson, one-one, for first overall in the As.

In the Pro classes, Open rider Buck Murphy (Yam) showed those guys the way around the track. Only took Buck a few rounds before he started lapping the field. After this great first moto ride by Murphy he didn't get it altogether to start the second moto. Gary Potts rode his Husky for a first overall in the 125 A, Dave Bachmeier (Pen) claimed the 250 A, and Jerry Johnson (Pen) took first money in the Open Pro.

Thirty riders fought it out in the combined 125 B and 125 C class for one of the best races of the evening. Marvin Sykes (Hon) took the lead on both rounds with Dallas Nyblod (Hon) right at the door once in the second moto until a fall. Sykes scored a one-one, Nyblod took second overall with a three-two.

Race five held the 250 B — 250 C and Open C with 30 riders giving all they had for two motos. Don West (Bul) took the 250 B, Lewis Pugh zipped by them all for his win in the 250 C class, and Jerald Justus (Bul) claimed the Open C.

By 10 o'clock racing was finished and the bikes loaded. Many thanks to Hal Harris who cleaned out the concession stand — treating the riders to hot dogs and hamburgers. •

Results in Results Section.

"Roughing it" at Oakdale

By Ann Carr

OAKDALE, CAL., APR. 6

Diehard spectators and 151 riders braved April showers today to view scrambling at Pioneer Arena. A little mud in practice, a 10 minute shower, and rain everywhere but here yielded a smooth course for the heats and mains.

Novices provided much of the excitement as the Expert and Junior turnouts were light. Gary Hopper aboard a new 400 Yamaha captured his second consecutive runaway win in the Open class, but the ride of the day was by Dave Lehman who came from last to take second in the event. Hopper also won the 175 race which makes Gary a promising Junior candidate.

The largest contingent of riders showed for the 125 Novice class. Honda dominated the main as Joe Tomao, Chet Armstrong, and Laird Bryhni finished one, two, three. Mike Cahoon's Kawasaki slipped into the last trophy spot.

Junior racing was highlighted by Raivo Trubok in the 250 Junior/Expert combined. Although second in the event to Expert Johnny Pittman, Raivo beat out Frances Lopes for the first Junior spot — a feat not easy to accomplish in a first time Junior race. Frances was gunning for a double win after taking the Open Junior main.

Semi-Pro short track racing begins at Pioneer Arena in June with rough scrambles to continue through May. •

Results in Results Section.

Wilson wins at dusty Marysville MX

By Rex Backman

MARYSVILLE, CAL., APR. 13

Pat Wilson, Charlie Marshall and Dan McConnell won their respective Expert classes at today's dusty and rough Marysville motocross.

Wilson (Hon) had some tough competition in the 125 class as District-36's top two motocrossers in 1974, Eddie Brown and South Lake Tahoe ace, Danny Olsen signed up. Pat jumped to the lead at the start of the first moto with Brown and Olsen in pursuit. Wilson lengthened his lead as the pack thinned out. Halfway through the moto, Olsen dropped out with a seized engine giving third to Greg Martz. Eddie Brown, just recovering from leg surgery, couldn't quite catch the speedy Wilson and settled for second in the moto ahead of Greg Martz and Delno Becker (Hon).

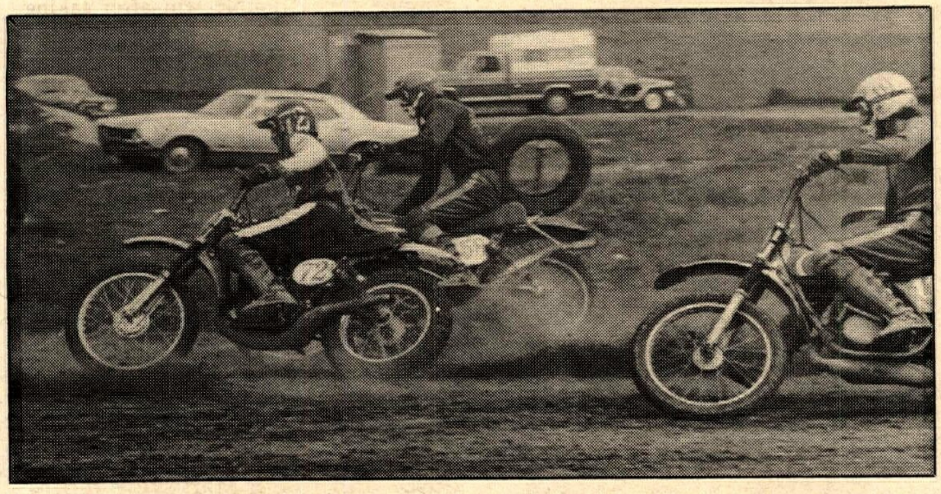
The second 125 moto looked to be a repeat of the first except Danny Olsen was missing. Pat Wilson was again leading and being chased by Brown. On the back part of the course, Brown dropped out with apparent engine trouble. This gave Mike Marshall second with Delno Becker in third.

Charlie Marshall's birthday was today and he celebrated by dominating the 250 Expert class on his Montesa. Charlie charged to the lead in both motos never to be touched as the day went. Randy Losh took two seconds for second overall with Chris Hart rounding out a Spanish sweep on his Bultaco in third with a five-three score.

The 250 Junior class was the closest racing. Doug Hart was the victor in moto one followed by John Hammaker (Hus) and Larry Parras (Mon).

PHOTOS BY REX BACKMAN

Mitch DeVaughn, ghostin' along on his Ossa, got a third in 250 Expert first moto.



Charlie (72) Marshall does an end run around the 250 Expert competition under the Marysville bridge.

Square berm-shooter, hot-dogger and general fast guy Beatle Murphy.

John Hammill jumped to the lead at the start of the second moto followed by John Hammaker and Doug Hart. For the first several laps the first two riders were separated by less than a bike's length as they battled for the lead. Several times they came close to knocking each other out of the race as they came down the rough, sandy straights hitting their bikes together. Coming through the finish line area Hammill fell. This let Hammaker home free for the win in the moto and also overall for the day. ●

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Local hotline cont'd.

MAUREEN LEE

The 125 Novice herd thunders into the first turn.

(Continued from page 23)

trail," it was close but we award the trophy to the SRA this time.

The loss of that check, plus a couple others where check crews for some reason didn't show up, meant that there were only three checks in total, which is really too few. There were lots of zeroes in the results (like 54). Surprisingly though, few people seemed to mind. It's a fun run and nobody gets very uptight about anything, except maybe crashing.

Results in Results Section.

Gripster TT Scrambles

By Maureen Lee

PERRIS, CAL., APR. 13

The Gripsters were lucky to have a nice day in the middle of this rainy spring for their Sunday event at Perris. The riders turned out in goodly numbers; they know that a club who hosted the Elsinore Grand Prix can put on a good scrambles and they weren't disappointed. The track held up very well due to some manicuring by Jerry Burton.

Among the lightweights, the heaviest turnout was the 125 Novice contingent, and they really put on a show.

Gordon Kidd (Yam) had a mixed luck day. Kidd was tearing along in the first heat until he fell off but the effort he made to get up to third at the finish was a real one as he chased after Terry McCreery (Ind) and S. Weisman (Hon).

Second heat victory went to Danny Perkins (Hon) who showed he'd be hard to catch come the main. The semi had riders scrambling hard for those last transfers. Tom Neider (Hon) got the lead but in a bit of over eagerness was passed by Gordon Kidd and Carl Whitt (Yam). Vince Landry (Yam) was right with the group and some real dicing went on including one instance of bumper bikes at the top of the hill.

Come the main it was Kidd again hauling away in the lead with Danny Perkins in hot pursuit. Then came J. Speijle (Yam) and Vince Landry. Landry nailed Speijle who didn't let it shake him in the least and just kept on going fast and applying pressure. Landry finally dumped it going up the hill. Just before the finish mechanical gremlins lunched Kidd's chain and took the win away from him.

The sidehacks like Perris too and a large number decided to come out and give those nice wide turns a go. Before the race, the Parti/Jamison hack, which really looks the worse for wear, was seen towing the sharp rig belonging to Jerry Person. Triumph-powered, this beast sports a 13" auto wheel and tire but they are having troubles getting the horses to the ground. Person is planning to try a snow tire next. Anyway, it sure looked funny to see Parti's lovable old toad still covered with dirt from Hopetown and the Barstow to Vegas run dragging that sanitary Triumph on a long rope.

The Stevens/Lee Honda won all three motos but in the final, the Wasp/Yamaha of Monahan/Van Orsdale grabbed the lead only to lose it when Stevens shot by them right at the start of the downhill. Third hack was Sanner/Sanner on a Honda, a team that really worked. It was good hack racing and a treat for the spectators.

Arthur Junker (Yam) had a nervous moment at the start of the first 250 Novice moto. His chain came off as he was in the middle of the pack pouring up the hill. Everyone missed everyone else in the ensuing maneuvering but quite a few enlarged eyeballs were in evidence. It took a while for Junker to get going again, and when he did he got right in front of the first place battle between Dorothy Rowe and Ivan Oden Jr. At Ascot Junker would have been shown the move over flag, but this is sportsman racing. Anyhow, Dorothy and Ivan had been having at it and Dorothy won by only a whisker at the finish line.

I don't know who Dorothy's coach is but she's learned her lessons well. It's neat to see a woman who is a top racer, not just a woman racer and there's a difference. In the second moto the battle renewed. Rowe was in front with Oden and Junker on her heels, then T. Segale and Brad Wootten. The contest between the three leaders in this class was the best racing of the day. Dorothy took that moto but Junker grabbed the lead in the third, followed by Rowe, Oden and Wootten. After the left hander leading to the downhill, Rowe dropped to the inside but Junker definitely wasn't going to have any of that and shut the door forcefully. Rowe just gassed it harder on the straight and passed him. Junker then got off in the sweeper and in the scatter of everyone trying to miss him even Oden got held up and it was Wooten that slipped in for second place.

The 250 Junior-Expert race went to Eddie Lawson (Coo) who had his hands full holding off Gary Stadden (Yam), especially in the third round. Mike Tidwell was out of it with mechanicals early in the program and the race was between Lawson, Dave Jackson (Yam), Stadden and Robert Bird (Yam). Eddie Beeson was obviously having some kind of problems but was going very fast at times. This has always been a class with many riders of near equal ability. They'll do us proud at the Regional Scrambles October 18th at Tulare. More about that big bash in my column, but don't forget the date!

There was a better turnout than usual in the big bore class, necessitating heats (believe it or not) for the 500 Junior-Experts. First heat saw Don Grigsby (Yam) being his usual fast self chased by Steve Miller (Yam) who then managed to overdo it and by sliding out lost a transfer to the main. There he was doing fine until his mount soured and put an end to his day of racing.

Paul Lambert (Yam) won the main with pressure from the Ascot equipment of Dan Fraunberger and Rex Hailey with Grigsby right in the middle of things, and going harder as the laps progressed.

Again, the Gripsters threw a good race and the riders do enjoy Perris which is finally in the finishing-up stages of re-building the club house and it sure looks neat! •

Results in Results Section.

CMC Irwindale

By John Bethea

IRWINDALE, CALIF., APRIL 11

Dan Hendricks, a 125 Junior, has taken over the points lead in the CMC/Irwindale "Spring Motocross Championships" with his second win in a row. This time amassing 30 points in one outing and surpassing Vince Van Hook (last week's leader) by four points, 58-54.

This was only the second of nine races in the series but it already appears that the lightweight Juniors and Intermediates have an advantage.

Currently ranked third in points, Roy Holsheimer is a 250 Intermediate who also won his second in a row totalling 53 points, one shy of Van Hook. And the fact that the best six rides of the series by each rider will determine the overall champion means it is going to go down to the wire in all classes.

Tonight, Pessy won the first 250cc Pro round with Rex Staten, campaigning an Ossa for the first time in his career (he had a falling out with Maico last week and decided, even though it has been his best mount to date, to go elsewhere) taking a come from behind second.

Rex then won the second going only because first Pessy killed his engine while leading, and then Val Tamietti (Mai) lost his inherited lead in the next turn because of a washout.

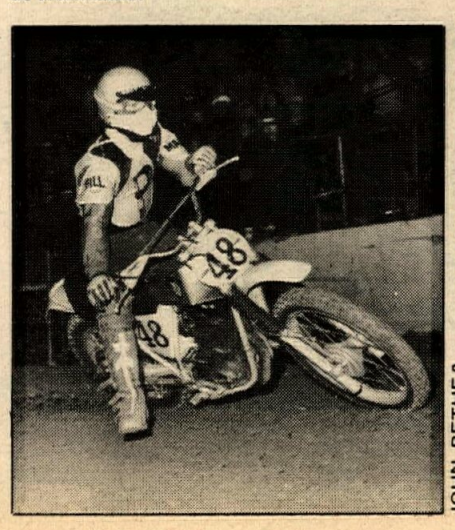
Pessy then wailed in the final, grabbed the lead early and never lost it as Staten tried to stay close but could not find an advantage to pass. Tamietti tagged along in third.

The biggest Pro outing were the 125s with 14 riders. Tim Lunde (Hon) aced out his brother Chuck (Hon) for the overall. Tim held a distinct advantage as they headed out on the final lap of the third round. Suddenly, he slowed and gave an opening to brother Chuck who took it willingly for the moto win. As it turned out, it was enough for second overall with Don Bongiorno (Hon) third, tied with Chuck. Who said that brotherly love is extinct?

The 500cc Pro clash was again between Bill Rubly (Mai) and Jeff Jennings (CZ) in the premiere battle for the CMC No. 1 plate and a new Ford van. Rubly won all three races for the easy victory. Jennings took second in the first two only to crash while leading the final to wind up third overall behind Curt Lessel (Mai). •

Results in Results Section.

Bill Rubly rumbled to another win at Irwindale.



JOHN BETHEA

BARNEY DRAKE

Don Hansen finished second in the 250 Expert class.

Hale comes from behind to win

By Barney Drake

VALENCIA, CAL., APR. 13

When the 250 Pros rocketed onto the course, Hal Strauss (Mai) and Don Hansen (Mai) immediately began a battle which lasted almost the entire moto. Hansen captured an early lead and held back the fierce Strauss for a first moto victory.

In their second moto Strauss took the first chance possible to nab the lead. Hansen was hot on his tracks in second, and Fred Hoblitt (Mon) in third. Hansen was really gassing it but got out of shape and fell, giving Strauss an unchallenged victory and first overall. Hoblitt took over the second position and *West Cycle's* Mike Jenkinson (Hus) filled in the third spot.

While this was going on, Hansen had picked himself up and gotten back to sixth place, giving him enough points to edge out Fred Hoblitt for second overall.

Honda mounted Jim Hale did the most spectacular riding of the day. He fell in the start which put him a good distance away from the last place rider, but that didn't stop him. He picked himself up and took off. It didn't take him long to pass half of the field and finish a strong second.

When the second moto came up for the 125 Pros, Hale made sure he wouldn't repeat the mishap of the first moto. He got a good start and filled in the second spot. Tony DeLaTorre was in first place. Hale followed DeLaTorre for a few laps and then made his move and took over first. DeLaTorre held down second while John Oswald (Hon) did the same for third. That's how it finished Hale, DeLaTorre and Oswald.

AME Injun Doons Mo'Cross

By Miles Wervine

VALENCIA, CAL., APR. 11

Rider turnout for this round of the Friday night A.M.E. show at Indian Dunes was down somewhat this week, owing perhaps to continuing cold weather or a number of other reasons. Still, there was traction and a chance at trophies and money for those who showed.

Rhe Glielmi was the automatic Powder Puff winner as the only entry, with the Mini Expert battle going to Lance Sloan (Yam) over Canadian champion Chris Heisser (Yam). The popular 125 Beginner class was won by Mike Abernathy when leader Bob Matchett dropped it while leading the final moto.

Bob Rollins' two second place finishes were good for first overall in the 125 Expert race, with Evan Marcus second and Andy Jannings third. Mark Hendrix topped the 125 Intermediates.

The 250 Junior events were dominated by Doug Renno (Hus), followed by Mike Boyd (Hon) and Randy James (Bul). Joe Brown (CZ) defeated Bob Ellis (Bul) in the Old Timers' division.

Hal Strauss (Mai) won both motos in the 250 Expert class, with Don Hansen (Mai) following. Joe Root (Oss) broke down, mechanically speaking, while holding second place in the last moto and finished third overall. Tom Claire (CZ) was second to Dave Haugh (Bul) in the first 500 Expert moto, but reversed those positions in the deciding round to win top money. Third place went to Randy Stubbs (Bul). •

Results in Results Section.

ANDY HAYT

Bill Rubly topped the Open Pro class on a slightly battered Maico.

McKee, Bell & Rubly take CMC Carlsbad

By Andy Hayt

CARLSBAD, CAL., APR. 13

Jeff Bordon (Mai) led the first 250 Pro moto with Danny LaPorte (Fra) and Danny McKee trailing closely behind. LaPorte fell in the first lap and McKee flew by and took over second. Bordon opened up an enormous lead and took the win. McKee finished a distant second with Clark Jones in third.

In the second round McKee got the jump at the start and rode to an easy victory. Jeff Bordon had to settle for second best in the overall column, while Clark Jones was right there for the third position.

Even though Mike Bell put on a good chase, Warren Reid ran away with the first moto in the 125 Pro class. Danny LaPorte pulled in the third position.

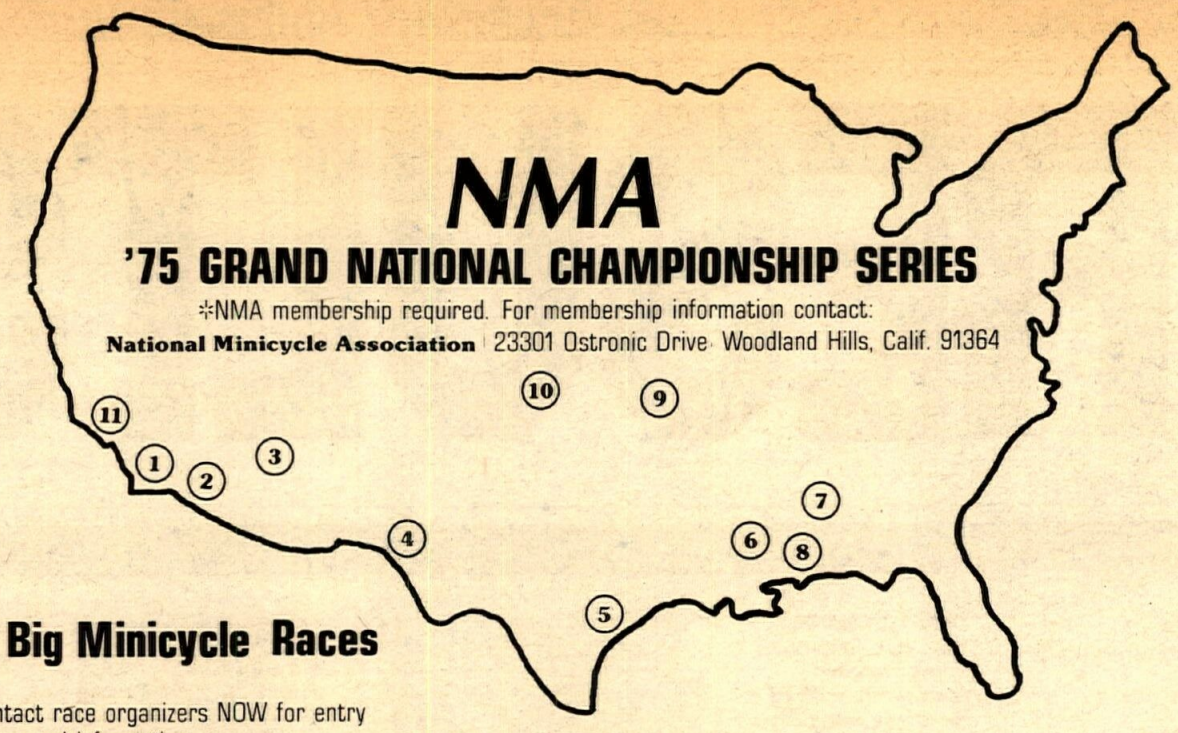
Once again in the second moto Reid was in control of the race but somewhere along the line Mike Bell passed him up. In the end it was Bell in the lead and Reid in the second position. This time around Don Bongiorno grabbed the third spot.

Bill Rubly came back from an easy win in the first moto to an amazing win in the second round. After taking the lead at the start he stopped at the top of the uphill with shock absorber problems. While he was busy with his shocks, Jeff Jennings took over the lead with Jeff Witherell in hot pursuit.

Rubly then got back on the track after the pack had passed him and began to pass everybody in sight. On the second to the last lap he caught Jennings on the uphill and took over the lead for the win.

Rubly performed all these amazing feats on a bike that had no third gear, a broken pipe, a hole in the crankcase and two completely bottomed out shocks. Not bad. •

Results in Results Section.



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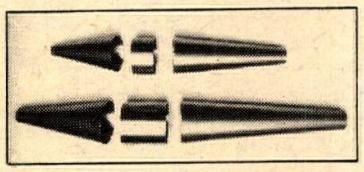

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RESULTS

Unofficial AMA National Enduro Standings

1. Dick Burleson	50
2. Ron Bohn	30
2. Ben Bower	30
2. James Slack	30
5. R.B. Knapp	20
5. Howard Tomlin	20
7. Mike Admas	15
8. Jack Penton	12
8. John Townsend	12
8. Rick Weathersbee	12

D-37 Desert 1st Quarter Standing Women's Division

1. Trudy Beck	1262.9
2. Kathy Anglin	819.8
3. B. Tieskoetter	550.5
4. Patti Ho	490.3
5. Dawn Grant	317.2
6. Linda Griffing	249.4
7. Lorni Rebec	208.0
8. Sue Hall	197.4
9. Marta McCord	160.6
10. Lynnette Zuber	152.0
11. Gloria Farvour	146.3
12. Kathy Campbell	140.3
13. Lori Struble	107.6
14. Ginger Evans	84.5
15. Jeanette Lang	83.0
16. Jean Davis	80.2
17. Patsy Matus	78.0

D-37 Desert Club Standings Women's Division

1. H.B. M.C.	1272.9
2. Desert Daisy's	1052.0
3. Viking's	550.5
4. Desert Zebra's	490.3
5. Desert Baron's	410.0
6. Prairie Dogs	317.2
7. Barbarian	208.0
8. End Does	197.4
9. Maywood	146.3
10. C.R.C.	140.3
11. Simi Valley	107.6
12. San Gabriel Valley	84.5
13. Shamrocks	83.0

D-37 Motocross 1st Quarter Standing Women's Division

1. J. Stenersen	178.2
2. Lori Payne	170.5
3. Cheryl Acres	162.8
4. Nancy Payne	90.0
5. Roberta Vasilis	77.0
6. Charleen Higgins	76.0
7. Gale Webb	73.0
8. Linda Stinebaugh	65.0
9. Sue Fish	64.8
10. P. Napoleone	61.9
11. Denis Bearshear	52.0
12. Marcia Holley	51.7
13. Juliann Vasilis	49.5
14. Cherry Stockton	48.0
15. Denise Duncan	48.0
16. Sue Hall	45.0
17. Dianne Connolly	42.9
18. Kim Byers	33.0
19. Dee Granger	31.0
20. Robin C. Sauls	30.0
21. Jeanette Linden	28.0
22. Mickey Phillips	28.0
23. Thelma Lou	20.0
24. Chelle Blythe	20.0
25. Linda McNamara	18.0
26. Karen Traw	11.0
27. Lisa Downhill	5.0

D-37 Motocross Club Standings Women's Division

1. End Does	681.3
2. S.B. Starters	137.9
3. Desert Barons	51.7
4. Powder Puff	42.9
5. Lake Dolores	33.0

D-37 1st Quarter Side-hack Point Standings as of April 1, 1975 By Diane Connolly

PILOTS	
1. Norbert Monohan	72
2. Robert Sanner Sr.	30
3. James Stevens	30
4. Ed Morris	21
5. Mike Parti	15
6. Paul Melillo	15
PASSENGERS	
1. Charles Sanner	30
2. Leon Van Orsdale	21
3. William Wheeler	21
4. Norm Jamison	15
5. Perry Melillo	15

D-37 1st Quarter Heavywt. Scrambles Point Standings as of April 1, 1975 By Diane Connolly

1. Jim Wright	220
2. Clyde Dennen Jr.	185
3. Don Grigsby	180
4. Steve Fortune	160
5. Doug Hannon	130
6. Steve Miller	127
7. Larry Lambert	100
8. Charles Petty	95
9. David Rees	80
10. Jim Young	79
11. Ronnie Aguirre	60
12. John Sprague	60
13. Ken Owen	58
14. Russell English	52
15. Keith Moss	51
16. Derek Katanic	51
17. Rick Marquis	50
18. Dave Destler	45
19. Jim Bearup	40
20. Carl Pfetzing	38
21. Paul Lambert	35
22. Robt. Schoenbaum	31
23. Ron Sheets	30
24. Alan Reed	30
25. Lonnie Martin	30
26. Robert Katanic	28
27. Ken Neal	25
28. Rick Reed	24
29. Joe Flores	21
30. James Foxe	21
31. Earl Parker	21
32. James Throne Jr.	21
33. Mike Boyle	18
34. Robert Riffle	18
35. Mark Reichert	15
36. Jim Redding	15
37. Rudy Williams	10
38. Brad Williams	10
39. Gordon Moore	10
40. Fred Scurlock	10
41. Jerry Aucutt	8
42. Bill Traver	8

D-37 Heavwt. Club Standings Scrambles as of April 1, 1975 By Diane Connolly

1. Gripsters	527
2. Sandak	335
3. Shamrocks	52
4. Lost Angels	40
5. Desert Barons	35
6. S.B. Starters	30
7. Soboba	21
8. Simi Valley	10

D-37 Motocross 1st Quarter Point Standings up to Mar. 16, 1975 By Richard Barada

125 DIVISION	
1. R. Brand	230
2. J. Kehoe Jr.	210
3. J. Connolly	175
4. R. Kehoe	165
5. G. Ewing Jr.	135
6. M. Welker	130
7. T. Zahnter	120
8. R. Moreland	115
9. K. Bates	109
10. M. Shook	98
11. B. Linden	75
12. M. Hooper	70
13. S. Lodge	70
14. B. Hunter	65
15. D. Sarian	65
16. B. Wade	65
17. D. Hanna	50
18. T. Bice	49
19. B. Sundstrom	49
20. M. Gambetla	45
21. J. Blankenship	41
22. M. Miller	41
23. L. Darling Jr.	40
24. T. Porto	40
25. A. Bartolazzi	37
26. D. Sanchez	35
27. G. Elliott	35
28. C. Masters	30
29. B. Zimmerman	30
30. M. Aney	30
31. S. Paulos	30
32. G. Corcoran	28
33. R. Grant	28
34. K. McAllister	25
35. L. Blankenship Jr.	22
36. M. Hooper	21
37. S. Kellar	20
38. S. Zimmerman	18
39. K. Varty	17
40. D. Sarian	16
41. F. Tessaro	16
42. S. Smith	14
43. B. Dysert	13
44. D. Ewing	12
45. R. Godel	11
46. W. Harber	10
47. W. Edwards	10
48. S. Arcas	10
49. J. Kubat	10
50. S. Coutts	9
250 DIVISION	
1. A. Cooke	340
2. L. Bird	215
3. R. Blanton	190
4. R. Brand	149
5. T. Sarian	145
6. J. Merlier Jr.	125
7. D. Krikac	93
8. D. Sanchez	90
9. M. Welker	85
10. T. Dolton	84
11. P. Thede	80
12. D. Irby Jr.	77
13. C. Henry	75
14. F. Griego	65
15. D. Cook	65
16. M. Smith	65
17. T. Welker	55
18. R. Eggers	55
19. B. Linden	55
20. K. Benke	53
21. R. Mendoza	49
22. R. Thompson	44
23. S. Miller	38
24. J. Pritchard	35
25. D. Kreps	33
26. B. Johnson	31
27. T. Stockton	29
28. M. Cook	25
29. J. Turner	25
30. B. Anderson	20
31. B. Wilkinson	15
32. L. Jouglard	15
33. R. Dally	15
34. S. Hendrickson	15
35. M. Ellis	14
36. D. Branfman	14
37. S. Baker	13
38. T. Ash	10
39. G. Woodling	10
40. J. Potter	10
41. G. Milota	9
42. T. Bartholet	9
43. D. Phillips	9
44. W. Edwards	8
45. D. Villegas	8
46. S. MacDonald	8
47. D. Dancer	7
48. M. Dawes	7
49. A. Snyder	7
50. K. Funkhouser	6
500 DIVISION	
1. J. Connolly	285
2. A. Thompson	260
3. D. Martin	175
4. J. Rice	170
5. T. Bice	145
6. R. Cerasuolo	135
7. D. Hetzler	133
8. J. Brickner	75
9. R. Reed	69
10. B. Kelly	65
11. R. Blanton	60
12. J. Pearson	58
13. B. Zimmerman	55
14. J. Bearup	45
15. R. Scott	45
16. C. Lanzarone	45
17. S. Morrison	42
18. B. Schubert	41
19. P. Napoleone	40
20. D. Caspary	40
21. A. Stinebaugh	40
22. R. Sieman	38
23. G. Elliott	35
24. D. Hudson	35
25. J. White	32
26. B. Crandall	30
27. T. Hollis	25
28. S. Kreps	25
29. C. Koncur	20
30. T. Imhoff	19
31. D. Hanna	19
32. D. Kadlec	15
33. P. Kobet	15
34. R. Cerasolo	15
35. D. Davis	12
36. M. Jenkins	10
37. S. Young	10
38. J. Grbavach	9
39. R. Prouty	9
40. G. Semenza	9
41. T. Thompson	8
42. J. Garacochea	8
43. J. Granger	5
44. R. Valasek	2
45. F. Granger	1

AME Point Standings as of March 31, 1975

MINIS	
1. Steve Schmitz	77
2. Joe Spangler	54
3. John Rogers	51
4. Gene Walsch	40
5. Mike Shea	39
6. Mike Nance	34½
7. Lance Sloane	30½
8. B. Myerscough	30
9. Eddie Perry	24
10. David Graham	24
OLD TIMERS	
1. John Tartaglia	49½
2. Rocky Huish	42
3. Rick Hallmark	41
4. Duane Brown	39
5. Al Olson	37
6. Larry Rodman	37
7. Victor Horch	36
8. Lloyd Greenlief	35
9. James Jones	32
10. Carlos Marin	32
POWDER PUFF	
1. C. Reichenberg	35
2. Priscilla Burgess	30
3. Denise Duan	27
4. Rox A. Dougherty	25
5. Teri Bender	15
6. Janice Kline	15
7. Lynn Musgrove	12
8. Suzi Hallmark	6
100 BEG	
1. Mark Bottorff	61
2. Tom Harper	45
3. Steve Jones	34
4. Gary Leath	22
5. Jay Burgum	20
6. P.riscilla Burgess	17
7. Kent Bernstein	15
8. Karl Buesching	15
9. Marty Desbrow	15
10. Chris Bercaw	12
100 JR	
1. John Whelchel	97½
2. Robert Ward	22
3. Steve Silver	22
4. J.C. Lopez	15
5. Bill Murdock	15
6. Tim Walker	15
7. Rusty Baron	15
8. Alec Cook	12
9. B. Beveridge	8
10. Mike Carrell	8
100 INT	
1. Mike Harnacker	30
2. James Kringlen	25
3. George Galindo	15
4. Brett Moore	15
5. Rick Davis	15
6. Andy Montijo	15
7. Fred Perry	15
8. K. Kilpatrick	7½
100 EX	
1. Tommy Luera	45
2. Bill Taylor	25
3. Rick Park	12
4. Mike Brown	7½
5. Craig Penrod	6
125 BEG	
1. Mickey McDougal	43
2. Richard Cavish	42
3. Scott Cecil	30
4. Jody Robles	30
5. Tom Halverson	25
6. Chris Lowitz	24
7. Chris Short	24
8. Douglas Burhoe	22
9. Robbie Healy	18
10. G. MacMillian	18
125 INT	
1. Bill Ovelette	45
2. Jon Williams	41
3. Bob Kline	30½
4. Danny Shaffer	27
5. Mark Lester	25
6. Stan Wain	24
7. Herb Carbaugh	23
8. Kevin Dodd	22
9. Doug Taft	20
10. Bob Burns	19½
125 INT	
1. Bill Wall	55
2. Lional Isa	32
3. Bill Ovellette	30
4. Rick Catinus	27
5. George Viens	22
6. John Caper	19½
7. Steve Ponce	15
8. P. Schaffauser	15
9. R. Schwalenberg	15
10. Daryl Dodd	15
125 EX	
1. Ray Lopez	42
2. Tommy Luera	34
3. Doug McGowen	30
4. T. DeLaTorre	28
5. Jim Hale	24½
6. Vincent Clark	24
7. Larry Greer	24
8. Tim Lunde	22½
9. Mike Pillar	22
10. Chuck Lunde	18
250 BEG	
1. Rob Evans	49
2. Paul Diaz	37
3. Chris Smith	30
4. Jeff Percell	27
5. Rick Hatfield	24
6. M. Vandermeulen	20
7. Joe Valardi	18
8. Steve Dalley	15
9. Hugh Heney	15
10. Gerald Love	15
11. Al Rubin	15
250 JR	
1. Jerry Coffey	35
2. John Marsh	34
3. Bruce Berger	30
4. David Dunham	25
5. Corky Stevens	24
6. Mike Renno	22½
7. Craig Osborn	22
8. Robt. Thibedeau	19
9. Bill Hagen	15
10. Jack Murcahll	15
11. J. Meyerscough	15
12. Doug Renno	15
250 INT	
1. Jeff Drummen	43½
2. Rick Gill	33
3. M. Jenkinson	27
4. K. Kilpatrick	23
5. Jim Zwaduk	18
6. Bruce Berger	17
7. Bob Eason	17
8. D. Mayreis	15
9. Mark Rickey	15
10. John Roberts	15
11. Butch Wade	15
12. R. Whiteaker	15
250 EX	
1. Tom Bass	46
2. Will Harper	41
3. Bill Payne	41
4. Russ McAfee	38
5. M. Jenkinson	35½
6. Bill Cook	34
7. Gary Huber	33
8. Steve Roark	31
9. Kenny Zahrt	30
10. Don Hansen	29½
500 BEG	
1. Jim Siart	30
2. Victor Danell	27
3. Don Davis	25
4. Joseph Grillo	25
5. Steven Collins	24
6. Matthew Myers	15
7. Joseph Brown	12
8. Henry Clifton	10
9. R. Ammerman	7½
10. Keith Phelan	6
500 JR	
1. G. Lundquist	45
2. Dale McKinney	39
3. Rozz Reed	25
4. Bill Bailey	15
5. Roger Bell	15
6. Don Davis	15
7. Ned Joy	15
8. C. Robertson	15
9. G. Semenza	15
10. Jim Tyler	15
500 INT	
1. Joe Suebert	30
2. Alan Olson	25
3. Mike Hendrix	24
4. C. Robertson	22½
5. Jeff Graham	22
6. Bill Bryan	20
7. Gary Cole	15
8. Jay Getchel	15
9. Dale McKinney	15
10. Mark Windsor	15
500 EX	
1. Jeff Wright	43
2. R. Berkeley	42
3. Don Hicks	26
4. Dave Haugh	23
5. Jim West	22½
6. Luke Messer	22½
7. Bill Payne	21
8. Wes Sutton	21
9. Butch Baker	18
10. Tom Claire	15

AME MX Indian Dunes Valencia, Calif. April 11, 1975 By Tod Rafferty

POWDER PUFF	
Rhe Glielmi	Hon
MINI EX	
Lance Sloan	Yam
100 BEG	
Lynn Shoup	Pen
Steve Jones	Suz
125 JR	
Bob Kline	Hon
Bob Ramsey	Hon
Hugh Kearms	Hon
125 BEG	
Mike Abernathy	Hon
George Mallas	Hon
Jeff Brigham	Hon
125 EX	
Bob Rollins	Bul
Evan Marcus	Hon
Andy Jannings	Hon
250 BEG	
Scott Austin	Yam
Brad Fujikuni	Hon
Dave Anton	CZ
250 JR	
Doug Renno	Hus
Mike Boyd	Hon
Randy James	Bul
OLD TIMERS	
Joe Brown	CZ
Bob Ellis	Bul
250 EX	
Hal Strauss	Mai
Dan Hansen	Mai
Joe Root	Oss
500 EX	
Tom Claire	CZ
Dave Haugh	Bul
500 BEG	
Jeff Daly	Suz
500 JR	
Mike McKnight	Mai
500 INT	
Wayne Allen	Yam
Bob Eason	Bul

AME Team Point Standings as of March. 31, 1975

1. Revell's 2 Stroke	240½
2. Mid-Valley	199
3. Suz. of Van Nuys	183
4. West Cycles	138
5. C&H Industries	132
6. Gardena Shoe Rep.	114
7. Bay Area Bultao	105
8. Cole Brothers	99
9. Sporttime Yamaha	93
10. NBR Engineering	73½

AME MX Indian Dunes Valencia, Calif. April 13, 1975 By Tod Rafferty

POWDER PUFF	
Rhe Glielmi	Hon
MINI JR	
Tim Locey	Yam
Steve Wade	Yam
Jay Van Camp	Yam
MINI EX	
Chris Heisser	Yam
Matt Whiting	Yam
Steven Scmitz	Yam
100 BEG	
Willie Neil	Yam
Vere Butler	Yam
Chris Wilcox	Suz
100 JR	
Marty Desbrow	Suz
Mike Gosselaar	Yam
Mark Bottortt	Hon
100 INT	
Mike Harnacker	Suz
125 INT	
Mark Hendrix	Bul
Leroy Larson	Yam
Bill Oullette	Suz
250 INT	
Craig Osborn	Bul
Butch Wade	Kaw
Chris Ortega	Mai
250 EX	
Hal Strauss	Mai
Don Hansen	Mai
Fred Hobut	Mon
125 BEG	
Greg Brown	Hon
Mac Millan	Hon
Kevin Sorenson	Suz
250 BEG	
Brad Fujikuni	Hon
Chris Smith	Hus
Gary Floyd	Bul
250 JR	
Frank Serveant	Hon
Don Sharp	Mai
Eric Scott	Yam
125 EX	
Jim Hale	Hon
Tony DeLaTorre	Hon
John Oswald	Hon
125 JR	
Bob Kline	Hon
Randy Gauvin	Hon
Richard Titus	Hon
125 BEG II	
Gary Wade	Kaw
James Dugan	Hon
Ed Rest	Hon
500 INT	
Craig Robertson	Mai
Bruce Carpenter	CZ
Russell Long	Mai
500 EX	
Dave Haugh	Bul
Dale Tittlemier	CZ
Randy Stubbs	Bul
OLD TIMERS	
Marvin Olson	Mai
Keith Phillips	—
500 BEG	
Ken Prosser	Mai
David Sprint	Hus
500 JR	
Bill Andrews	Hus
Ned Joy	CZ
Bob Aulicino	Mai

S.A.M. MX Top 10 Standings As of April 10, 1975

ASCOT PARK	
David Taylor	350
Dan Westergaard	345
Rod Davidson	318
Pete Murillo	302
Herbie Shelton	300
Jim Gallagher	291
Jim Bell	288
Rye Hefley	288
Marty Smith	280
Rummy Cobbs	253
CARLSBAD	
Corki Moore	198
Pat Nash	193
Rod Quinto	193
Val Deilgat	192
Tony Wanket	149
John Josepho	145
Dave Gerig	139
Jim Fukuda	139
John Smith	100
Terry Turner	96
ANTELOPE VALLEY & INDIAN DUNES	
Phil Rue	246
Gary Wade	237
Butch Wade	200
Stan Rice	194
Paul Rue	194
Charles Jordan	193
Tom Miller	189
Mark Gunning	150
Tom Baugh	147
Jim Sendelback	147

S.A.M. HS MX Ascot Park Gardena, Calif. April 7, 1975 By Tom Blattler

100 BEG	
Chris Tiner	Suz
Stan Miligan	Hon
100 JR	
Pat Hash	Hon
Doug Martin	Hod
Jerry Lawson	Hon
100 EX	
Gregg Toyama	Hod
125 BEG	
Tod Decker	Hon
Tom Wills	Hon
Bob Snowden	Hon
125 JR	
Steve Moore	Hon
Jim Gallagher	Hon
Rod Davidson	Kaw
125 EX	
David Taylor	Hon
Vince Van Hook	Hon
Tom Baugh	Zun
250 BEG	
Jim Kawagoye	Hon
David Okamoto	Hon
Jeff Jones	Yam
250 JR	
Herbie Shelton	Mai
Steve Maxwell	Hus
Jim Bell	Yam
250 EX	
Danny Davis	Oss
Steve Tafoya	CZ

AME Motocross
Indian Dunes Park
Valencia, Calif.
By Barney Drake

POWDER PUFF	
R. Glielmi	Hon
R. Dougherty	Hon
L. Musgrave	Yam
MINI-JR	
T. Locey	YZ
S. Wade	Yam
J. Van Camp	Yam
MINI-EX	
C. Heisser	YZ
M. Whiting	Yam
S. Schmitz	YZ
MINI 110	
J. Carlstom	Hon
100 BEG	
W. Neill	Yam
V. Butler	Yam
K. Wilcox	Suz
100 JR	
M. Desbrow	Suz
M. Gossalear	Yam
M. Bottorff	Hon
100 INT	
M. Harnacker	Suz
K. Kilpatrick	Yam
125 INT	
M. Hendrix	—
L. Larson	—
B. Ovelette	—
250 INT	
C. Osborn	Bul
B. Wade	Kaw
C. Ortega	Mai
125 BEG DIV I	
G. Brown	Hon
M. Millan	Hon
K. Sorenson	Suz
250 EX	
H. Strauss	Mai
D. Hansen	Mai
F. Hoblitt	Mon
250 BEG	
B. Fujikuni	Hon
C. Smith	Hus
G. Floyd	Bul
125 JR	
B. Kline	Hon
R. Gauvin	Hon
R. Titus	Hon
125 BEG DIV II	
G. Wade	Kaw
J. Dugan	—
E. Rest	Hon
500 INT	
C. Robertson	Mai
B. Carpenter	CZ
R. Long	Mai
500 EX	
D. Haugh	Bul
D. Tittlemier	CZ
R. Stubbs	Bul
100 EX	
T. Luera	FMF
C. Penrod	Suz
125 EX	
J. Hale	Hon
T. DeLaTorre	Hon
J. Oswald	Hon
250 JR	
F. Serveant	Hon
D. Sharp	Mai
E. Scott	Yam
OLD TIMERS	
M. Olson	Mai
K. Phillips	CZ
K. Luebking	Hon
500 BEG	
K. Prosser	Mai
D. Sprint	Hus
J. Julander	Yam
500 JR	
B. Andrews	Hus
N. Joy	CZ
B. Aulcino	Mai

AME Motocross
Indian Dunes Park
Valencia, Calif.
April 11, 1975
By Barney Drake

125 EXPERT	
R. Rollins	Bul
E. Marcus	Hon
A. Jannings	Hon
100 EX	
M. Brown	Yam
500 EX	
T. Claire	CZ
D. Haugh	Bul
R. Stubbs	Bul
250 EX	
H. Strauss	Mai
D. Hansen	Mai
J. Root	Oss
MINI-JR	
S. Wieberg	Hon
D. Berg	Hon
MINI-EX	
L. Sloane	Yam.
C. Heisser	Yam
S. Schmitz	YZ
MINI-110	
S. Wade	Yam
100 BEG	
L. Shoup	Pen
S. Jones	Suz
H. Berry	Hon
100 JR	
D. Melon	Yam
125 JR	
B. Kline	Hon
B. Ramsey	Hon
H. Kearns	Hon
125 BEG	
M. Abernathy	Hon
G. Mallas	Hon
J. Brigham	Hon
250 BEG	
S. Austin	Yam
B. Fujikuwi	Hon
D. Durrer	Hon
OLD TIMER	
C. Bailey	Yam
M. Olson	Mai
B. Ellis	Bul
250 JR	
D. Renno	Hus
M. Boyd	Hon
R. James	Bul
250 INT	
C. Osborn	Bul
500 BEG	
J. Daly	Suz
K. Prosser	Mai
S. Witten	Hus
500 JR	
M. McKnight	Hus
S. Olson	CZ
T. Bekker	—
500 INT	
W. Allen	Yam
B. Eason	Bul
A. Olson	Mai
125 INT	
M. Hendrix	Bul
W. Simons	Hon

CMC-MX
Carlsbad Raceway
Carlsbad, Calif.
April 13, 1975
By Andy Hayt

MINI	
Randy Miller	Hon
Eric Stone	Hon
Ricky Atkins	LBH
100 JR	
Corki Moore	Suz
Dan Dilkey	Suz
Rickey Miller	Suz
125 JR DIV 1	
Danny Schram	Hon
Tod Gindraux	Hon
Mark Van Camp	Hon
125 JR DIV 2	
David Gerig	Hon
Scott Davies	WTE
Eddy Kubota	CRT
125 INT	
Mark Harrington	Hon
Peter Wanket	Hon
Rick Asch	Hod
125 PRO	
Mike Bell	Hon
Warren Reid	Hon
Jim Domann	Hon
250 JR DIV 1	
Steve Rhyan	Mai
Karsten Berg	Yam
Terryl Peterson	Mai
250 JR DIV 2	
Luc Deley	CZ
Jim Hanley	CZ
Greg Youngblood	C-A
250 INT	
Tim Marsh	CZ
Jim Slaughter	DMG
Craig Bontley	CZ
250 PRO	
Danny McKee	Mai
Jeff Bordon	Mai
Clark Jones	Hus
500 JR	
Mark McNulty	Yam
John Hormuth	Hus
Dennis Wilson	CZ
500 INT	
Jeff Eierstedt	Bul
Steve Dahlstrom	CZ
Ken Yarnall	CZ
500 PRO	
Bill Rubly	Mai
Jeff Jennings	CZ
Jeff Witherell	Mai

N.M.A. World Mini
Indian Dunes
Valencia, Calif.
Mar. 21, 22 & 23, 1975
By C. Whiting

0-83cc STK-NOV	
(9-11 yrs.)	
J. Simmons	Yam
J. Dee	Yam
G. Norkus	Yam
0-83cc-STK-BEG	
(Up thru 11 yrs.)	
J. Hemme	Yam
K. Zacha	Hon
M. Perry	Yam
0-83cc-STK-BEG	
(12 & over)	
G. Ioppala	Hon
J. Peterson	Yam
G. Doyle	Hon
0-83cc-STK-NOV	
(9-11 yrs.)	
J. Surber	Hon
T. Walton	Yam
T. Phillips	Hon
0-83cc-STK-NOV	
(12 & over)	
K. McKay	Yam
D. Thomsen	Yam
S. DeRoco	Yam
0-83cc-STK-NOV	
(12 & over)	
T. Fitch	Yam
R. Pearce	Yam
A. DeWitt	Hon
0-83cc-STK-NOV	
(12 & over)	
B. Jordan	Yam
J. Burnworth	Yam
D. Byrnes	Hon
JR MINICYCLE-STK	
(6-8 yrs.)	
J. Belisle	Hon
M. King	Hon
J. Allred	Ind
JR MINICYCLES-STK	
(9-11 yrs.)	
T. King	Hon
B. Keffer	Hon
0-61cc NOV	
(9-11 yrs.)	
T. King	Hon
R. Nolin	Hon
D. Karrel	Yam
0-83cc POWDER PUFF	
J. Marimon	Hon
J. McIlrath	Hon
S. Weicberg	Hon
JR MINICYCLES-MOD	
(6-8 yrs.)	
P Denis	Ind
M. Koemans	Hon
F. Hunter	Hon
JR MINCYCLES-MOD	
(9-11 yrs.)	
M. Palafox	Hon
R. Eversole	Ind
T. King	Hon
PEE WEE BEG	
B. Palmer	Ind
C. Hill	Ind
R. Reily	Ind
PEE WEE NOV	
K. Kossuth	Ind
J. Henry	Ind
M. Giem	Ind
PEE WEE EX	
M. Koemans	Ind
J. Allred	Ind
K. Henricksen	Ind
0-83cc STK-EX	
(9-11 yrs.)	
R. Johnson	Yam
R. Smith, Jr.	Yam
G. Holland, Jr.	Hon
0-83cc STK-EX	
(12 & over)	
B. Myerscough	Yam
J. Bagby	Yam
E. Marcus	Yam
0-83cc STK-EX	
(12 & over)	
S. Kelley	Yam
B. Fancher	Yam
J. Ward	Hon
0-83cc-MOD-BEG	
(Up thru 11 yrs.)	
J.C. Parker	Hon
M. Meredith	Hon
L. Hays	Hon
0-61cc-EX	
(9-11 yrs.)	
G. Holland Jr.	Hon
0-61cc-EX	
(12 & over)	
S. Kelley	Yam
A. Palafox	Hon
R. Lakey	Hon
0-61cc-NOV	
(12 & over)	
C. Sahm	Hon
G. Palafox	Hon
R. Beck	Yam
0-83cc-MOD-BEG	
(12 & over)	
E. Schnakenberg	Hon
C. Kibbee	Hon
R. Welch	Hon
0-83cc-MOD-BEG	
(12 & over)	
S. Stephens	Hon
G. Nordyke	Hon
C. Van Cleve	Hon
0-83cc-MOD-EX	
(Up thru 11 yrs.)	
J. Surber, Jr.	Hon
D. Karrel	Yam
G. Brooks	Hon
0-83cc-MOD-NOV	
(Up thru 11 yrs.)	
T. King	Hon
B. McGregor	Hon
0-83cc-MOD-NOV	
(12 & over)	
J. Dye	Hon
B. Bastian	Hon
R. Saling, Jr.	Hon
0-83cc-MOD-NOV	
(12 & over)	
S. Weicberg	Hon
T. Gomez	Yam
M. Palumbo	Hon
0-83cc-MOD-NOV	
(12 & over)	
V. Gardner	Hon
L. Harris	Hon
C. Howard	Hon
0-83cc-MOD-NOV	
(12 & over)	
R. Sahm	Hon
B. Jordan	Hon
S. Allensworth	Hon
0-83cc-MOD-NOV	
(12 & over)	
R. Straightiffs	Hon
D. Simington	Hon
M. Golden	Hon
0-110cc-OPEN	
(9-11 yrs.)	
A.J. Whiting	Yam
P. Larson	Hon
J. Hamilton	Hon
0-110cc-OPEN	
(12 & over)	
B. Jones	Hon
W. Reid	FMF
B. Roberts	Bar
0-110cc-OPEN	
(12 & over)	
B. Myerscough	Yam
J. Ward	Hon
J. Holley	Hon
100cc MOTORCYCLES	
NOV (15-17 yrs.)	
J. Oliver	Hon
J. LeBlanc	Suz
T. Schuler	Yam
100 M/C-NOV	
(Thru 14 yrs.)	
K. Pierce	Hon
D. Warne	Hon
A. Montijo	Hon
100 M/C-EX	
(Thru 17 yrs.)	
M. McCoy	Hon
B. Dutoit	Hon
J. Wright	Hon
100 M/C-BEG-OPEN	
L. Adams	Hon
R. Vantassel	Hon
P. Cullen	Suz
125 M/C-BEG	
(Thru 17 yrs.)	
S. Davies	Hon
T. Lopez	Hon
D. Draskovich	Hon
125 M/C-NOV	
(16 & 17 yrs.)	
R. Eide	Hon
G. Viens, Jr.	Hon
T. Niggli	Hon
125 M/C AM	
K. Pierce	Hon
J. Bagby	Yam
L. Burgess	Yam
125 M/C-EX	
(17 yrs. Max.)	
M. Lawrence	Hon
V. VanHook	Hon
J. Wright	Hon

NMA
Indian Dunes
Valencia, Calif.
April 11, 1975
By C. Whiting

PEE WEE (BEG)	
Up thru 5 yrs.	
R. Smith	Ind
R. Moody	Ind
K. Stiles	Ind
PEE WEE NOV	
K. Kossuth	Ind
PEE WEE EX	
B. Schneider	Ind
0-83cc-MOD BEG	
H. Troxler	Yam
B. LaPalia	Hon
JR CYCLE (STOCK)	
B. Keffer	Hon
JR CYCLE (MOD)	
6-8 yrs.	
R. Stiles	Hon
F. Hunter	Hon
JR CYCLE MOD	
(9-11 yrs.)	
R. Dickinson	Hon
0-83cc-MOD-NOV	
(-11 yrs.)	
L. Kossuth	Yam
S. Grose	Yam
0-83cc-MOD-EX	
(-11 yrs.)	
A. J. Whiting	Yam
R. Smith, Jr.	Yam
0-83cc-MOD-EX	
(12 & over)	
J. Holley	Hon
0-83cc-MOD-NOV	
(12 & over)	
A. Sine	Yam
C. Hackman	Hon
0-83cc-STK-NOV	
(6-8 yrs.)	
R. STiles	Yam
0-83cc-BEG-STK	
(9-11 yrs.)	
B. Reynolds	Yam
H. Troxler	Yam
0-83cc-STK-NOV	
(9-11 yrs.)	
S. Grose	Yam
R. Denis	Yam
0-83cc-STK-EX OPEN	
M. Brown	Yam
0-83cc-STK-NOV	
(12 & over)	
T. Camarena	Yam
R. Hooper	Yam
0-83cc-STK-NOV	
(12 & over)	
T. Randal	Yam
A. DeWitt	Yam
0-110cc-OPEN	
J. Holley	Hon

NMA
Indian Dunes
Valencia, Calif.
April 4, 1975
By C. Whiting

PEE WEE (BEG)	
C. Licon	Ind
N. Kucharski	Ind
R. Moody	Ind
PEE WEE (NOV)	
B. J. Kucharski	Ind
PEE WEE (EX)	
B. Schneider	Ind
0-83cc-STK-NOV	
(6-8 yrs.)	
P. Harrell	Ind
0-83cc-MOD-BEG	
(12 & over)	
D. Wild	Hon
JR MINICYCLES-MOD	
K. Henricksen	Hon
JR MINICYCLES-STK	
B. Randall	Hon
0-83cc-STK-EX	
(9-11 yrs.)	
K. Allman	Yam
0-83cc-STK-EX	
(12 & over)	
M. Mercier	Yam
0-83cc-STK-NOV	
(9-11 yrs.)	
S. Ryan	Yam
S. Grose	Yam
0-83cc-STK-NOV	
(12 & over)	
J. Buckner	Yam
T. Randal	Yam
0-83cc-STK-BEG	
(9-11 yrs.)	
H. Troxler	Yam
0-83cc-STK-BEG	
(12 & over)	
R. Royval	Yam
0-83cc-MOD-EX	
(9-11 yrs.)	
A. J. Whiting	Yam
R. Smith, Jr.	Yam
0-83cc-MOD-NOV	
(9-11 yrs.)	
S. Grose	Yam
S. Ryan	Yam
0-83cc-MOD-NOV	
(12 & over)	
S. Weicberg	Hon
G. Torgerson	Hon
S. Allinsworth	Yam
0-83cc-MOD-EX	
(12 & over)	
J. Holley	Hon
S. Boek	Hon
0-110cc-OPEN	
J. Holley	Hon

TROPHY PICKUP

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AFM Road Race
Ontario, Calif.
April 19, 1975
By Irving J. Berlitz VII

125 PROD	
John Ulrich	DKW
Jim Lester	Yam
200 PROD	
Art Friedman	C-A
Steve McKennan	Yam
50 GP	
Bob Nolan	Suz
Karen White	Ind
Mario Caldato Jr.	Ita
125 GP	
Ron Pierce	Yam
Kevin Stafford	Yam
200 GP	
Ralph LeClerq	Duc
Dale Borger	Suz
Joel Breault	Kaw
250 GP	
Ron Pierce	H-D
Bob Endicott	Yam
Harry Klinzmann	Yam
350 GP	
Kevin Stafford	Yam
Richard Siefried	Yam
Whitney Balkeslee	Yam
OPEN GP	
Marty Lunde	Yam
Wes Cooley	Yam
Reg Pridmore	BMW
SUPERSTREET	
Shepard Reid	Suz
Mike Doyle	Hon
CAFE	
Michael Pardes	Kaw
Steve Naito	Yam
Kaming Ko	Hon
SIDECAR	
McNeal/Kerley	KMC
Bender/Koop	Kaw
Garnett/Stewart	Kaw

D-36 Motocross
Marysville, Calif.
April 13, 1975
By Rex Backman

100 NOV	
Steve Higgins	Hon
Bill Major	Kaw
Pat Lloyd	Hon
125 NOV DIV 1	
Dave Coupe	Yam
James Hill	Hon
Bob Hammill	Hon
125 NOV DIV 2	
Jerry Gilson	Hon
Tay Gragg	Hon
Mark Good	Yam
125 JR	
Rusty Charnuck	Kaw
Keith McConnell	Hon
Tim McKenzie	Hon
125 EX	
Pat Wilson	Hon
Delno Becker	Hon
250 NOV DIV 1	
Joe Cody	Mai
Matt Nessler	Mai
David McMahon	Bul
250 NOV DIV 2	
Natt Hansen	Hus
Don Cody	Mai
Alex Niskrumoni	Mon
250 JR	
John Hammaker	Hus
Larry Perras	Mon
John Hammill	Bul
250 EX	
Charlie Marshall	Mon
Randy Losh	Mon
Chris Hart	Bul
OPEN NOV	
James Scroggins	Hus
Mark Nessler	Mai
Donnie Moss	Mai
OPEN JR	
Bob Cooper	Bul
Ken Spratt	Hus
Vic Krill	Yam
OPEN EX	
Dan McConnell	Bul
Barry Anderson	Bul
Buzz Presser	Mai

R.A.C.E. Friday
Night MX
Corona Raceway
Corona, Calif.
April 11, 1975

SUPER MINI	
Joe Hamilton	Hon
David Dieterle	Hon
Harlan Kistler	Hon
MINI NOV	
Donny Berry	Yam
Lindley Kistler	Hon
Martin Kistler	Hon
100 JR	
Todd Miller	Hon
Darrell Ritchey	Yam
Bobby Hart	Hon
250 JR	
Jim Moore	Yam
Ray Simmons	CZ
Randy Sherman	Mai
125 JR	
Karl Hostetler	Hon
Dale Burk	Hon
Gary Howard	Hon
125 INT	
Jackson Kistler	Hon
Terry Bockelman	Hon
Scott Sheedy	Hon
250 INT	
Geary Prieks	Hus
Brian Rowe	Bul

R.A.C.E. Sat. MX
Corona Raceway
Corona, Calif.
April 12, 1975

MINI CYCLES	
Bobby Hart	Hon
Mike Marseilles	Hon
Mike McBride	Hon
100 JR	
Bobby Hart	Hon
Craig Bingham	Hod
Pat Longfellow	Yam
125 SR	
Kevin Crawford	Hon
Bob Evans	Hon
Mike DePhillips	Hon
125 JR	
Dale Burk	Hon
Tim Murphy	Hon
Jeff Haynes	Hon
125 INT	
Steve Harper	Hon
Scott Sheedy	Hon
250 JR	
Ken Feulner	Mai
Todd Chapman	Bul
Marcus Mitchell	Mai
500 JR	
Don Wickham	Pen
Dan Delehant	Bul
Mike Delehant	Mai

HSMX
O.C.I.R.
Irvine, Calif.
April 19, 1975
By Don Ross

MINI BEG	
Jay Lukins	Est.
Craig McKee	Est.
100 BEG	
Walter Molly	Calif.
Kirk Fitzer	Troy
100 JR	
Steve Sandoz	Bolsa
Sherman Vanoeman	V.V.
125 BEG	
Greg Byers	Bolsa
Arthur Shaji	S.B.
Jim Rice	Tustin
125 JR	
Russell Stark	Bolsa
John Bermudez	Los Al
Nick Hein	M.V.
125 EX	
Phil Tignor	Pacifica
Terry Clanton	Calif.
Tom Bormeister	Troy
250 BEG	
Doug Cave	Troy
Craig Givant	Canyon
Brian Hoffman	Los Al
250 JR	
Tom Cross	M.V.
Glen Apling	S.B.
Leo Saul	Bolsa
250 EX	
Kevin Willis	Est.

AMA Half Mile
Ascot Park
Gardena, Calif.
April 18, 1975
By Bob F. Read

EXPERT FINAL	
Alex Jorgensen	Nor
Rick Kraft	Yam
Rick Hocking	Yam
John Hateley	Tri
Skip Aksland	Yam
Ron Powell	Tri
Pat McCaul	Tri
Mert Lawill	H-D
John Allison	Yam
Danny Hockie	Yam
JUNIOR FINAL	
Steve Eklund	Yam
Dan McWhorter	Yam
Scott Pearson	Nor
Murray Hoffman	Yam
Doug Garrison	Yam
Butch Beard	Yam
Mark Mitchele	Yam
Nick Nazzizi	Yam
Brian Garcia	Yam
Jim Wright	Yam
NOVICE FINAL	
Ted Davidson	Yam
Vince Mead	Yam
Ricky Graham	Bul
Steve Fortune	Yam
Fred Faltersack	Yam
Jim Allison	Yam
Dave Rees	Yam
Hank Conklin	Yam
Terry Griner	Yam
Dale Reed	Yam
TROPHY DASH	
Jim Allison	Yam
Danny Hockie	Yam
Eddie Wirth	H-D
John Hateley	Tri

SRA Spring
Fling Enduro
Randsburg, Calif.
April 13, 1975
By Ron Schneiders

TWO LOOPERS	
OPEN A	
B. Boyce	0
OPEN A + 35	
H. Godet	1
250 A	
R. Platt	0
250 A +35	
B. Messer	0
125 A +35	
W. Marshall	1
OPEN B	
J. Hively	0
OPEN B +35	
F. Fernandez	0
250 B +35	
J. Crose	0
200 B +35	
J. Snyder	1
125 B	
M. Lebvre	0
125 B +35	
F. Pollard	0
100 B -16	
K. LeFebure	0
OPEN C	
J. Styers	0
OPEN C +35	
L. Hubert Sr.	0
250 C	
S. Bolton	0
250 C +35	
M. Miller	0
200 C -16	
K. Cochrane	0
200 C +35	
D. Wright	0
125 C	
C. Givant	0
100 C-16	
S. Foster	0
100 C	
T. Malone	3
250 PP	
K. Allen	1
100 PP -16	
R. McKenna	4
OPEN A PP +35	
D. Portner	4
1-LOOPERS	
250 C-16	
R. Scott	)
250 C PP	
B. Lutes	10
200 PP	
J. Gonn	23
125 PP	
T. Bonawitz	0
125 C 16	
B. Conradson	0
100 PP	
C. Martin	0
80 C-16	
L. Robertson	0
80 PP	
R. Styers	2
80 PP -16	
J. Garrett	7

AFM Road Race
6-Hr. Production
Ontario, Calif.
April 20, 1975
By John Ulrich

OVERALL	
(UNDER PROTEST)	
Carney/Hagie	900 Kaw
Steele/Unini	750 Hon
Aldana/Parriott	900 Kaw
Chambers/Lougee/ Greene	750 Hon
Weed/Walti	RE-5 Suz
Murphy/Frajo	RE-5 Suz
Unmacht/Baker/ Burchards	1000 Lav
McCreary/Hardin	350 Yam
Pridmore/Neilson	900 BMW
Code/Weil	1000 Lav

SRA Speedway
Costa Mesa, Calif.
April 18, 1975

SCRATCH MAIN
Mike Bast
Scott Sivadge
Sonny Nutter
Ed Williams
HANDICAP MAIN
Bob Schwartz
Mike Bast
Jeff Sexton
Dave Simms
Dubb Ferrell
Mike Curoso

Flat Track
Corona Raceway
Corona, Calif.
April 9, 1975
By Elaine Jones

SHORT TRACK
MINI
Mike Paulson
Chris Cannon
Chris Gables
100cc-125cc NOV
Craig McCorkle
David Cote Jr.
Greg Johnson
125cc EX
Eddie Lawson
Mike Tidwell
100cc A/E 125 AM
Carl Whitt
Mark Scroggins
Bill Laninovich
250cc NOV
Jeff Allison
Jim Roach
Dan Rees
250 EX "SINGLE"
Mike Tidwell
Dynamic Doug Davenport
Reg Zehner
OPEN NOX
Dan Rees
Tim McWhorter
Griz Cooke
OPEN EX
John Allison
Charles Soderstrom
Floyd Petton
HALF MILE
MINI
Chris Cannon
Todd Brown
Mike Paulson
100cc-125cc NOV
Fred Conover
Greg Johnson
David Cote, Jr.
125cc EX
Mike Tidwell
Eddie Lawson
100cc A/E 125 AM
Mark Scroggins
Mike Ochs
Carl Whitt
250cc NOV
Jeff Allison
Jim Roach
Jim Stentz
250 EX "SINGLE"
Dynamic Doug Davenport
Greg Zehner
Dave Johnson
250 EX "TWIN"
Mike Tidwell
Terry Griner
Dave Anderson
OPEN NOV
Denny Aguirre
Tim McWhorter
Rick Bird
OPEN EX 500cc
Jeff Cesmat
Terry Griner
Floyd Petton
OPEN EX 750cc
John Allison
Brian Garcia
Charles Soderstrom

Gripsters
TT Scrambles
Perris, Calif.
April 13, 1975
By Maureen Lee

MINI MOTO
M. Paolson — Yam
Eddie Tafoya — Hon
Todd Brown — Yam
John Murphy — Yam
R. Foxe — Hon
125cc NOV MAIN
Danny Perkins — Hon
J. Speijle — Yam
Carl Witt — Yam
Tom Neider — Hon
S. Weisman — Hon
125cc JR/EX MOTO
Eddie Lawson — Yam
Wayne Rainey — Hon
Steve Woskoski — Yam
Mike Tidwell — YZ
Mike Minnig — Yam
250 NOV MOTO
Dorothy Rowe — Yam
Ivan Oden, Jr. — Yam
Brad Wootton — Hon
T. Segale — Hon
Arthur Junker — Yam
250cc JR/EX MOTO
Eddie Lawson — Coo
Dave Jackson — Yam
Gary Stadden — Yam
Robert Bird — Yam
John Sprague — Bul
500cc NOV MOTO
J. Wells — Yam
J. Redding — Yam
J. Throne — Mai
R. Schoenbaum — Bul
R. Stone — Mai
500cc JR/EX MAIN
Paul Lambert — Yam
Don Frauenberger — Yam
Don Grigsby — Yam
Rex Hailey — Yam
Jay Lewis — Yam
OPEN COMB MOTO
Jim Wright — Yam
John Sprague — Tri
Vic Hannon — Tri
Rick Marquis — Hon
Mike Fitzgerald — Tri
SIDEHACKS
Jimmie Stevens/ John Lee — Hon
Norbert Monohan/Leon Van Orsdale — Was/Yam
R. Sanner/ C. Sanner — Nor
Paul Melillo/ Perry Melillo — Hon
E. Morris/ D. Huggins — H-D
Mike Parti/ N. Jamison — Tri

Motocross
Lucky 13 Series
Puyallup, Wash.
Apr. 4, 1975
By Sue Sykes

MINI A
Gary Watson — —
Brett Barkman — —
MINI B
Mark Anderson — Hon
Roger Zoerb — Hon
100 A
Troy Luchini — Suz
Bret Rochester — Hon
Pat Jacobson — Yam
100 B
Brad Hoyt — Suz
Rick Starr — Hon
Dave Nieradzick — Suz
100 C
Bob Hall — Yam
Dave Wilkinson — Hon
Jim McLean — Suz
125 PRO
Gary Potts — Hus
Dennis Merkel — Yam
Tony Devine — Hus
125 PRO B
Marvin Sykes — Hon
Dallas Nyblod — Hon
Terry Haakenson — Hon
125 PRO C
Stan Matney — Hon
Rick Dittman — Hon
Wade Munzanredar — Hon
200
Rod Burton — Yam
Tony Devine — Hus
Mike McMahon — Yam
250 A
Dave Bachmeier — Pen
Preston Jacobson — Bul
250 B
Don West — Bul
Jeff Nevills — Bul
Scott Jensen — Mai
250 C
Lewis Pugh — Suz
Brian Phillips — Mon
Tim Burk — Yam
OPEN A
Jerry Johnson — Pen
Dennis Thatcher — Hus
Buck Murphy — Yam
OPEN C
Jerald Justus — Bul
Kevin Collins — Yam
Harrison Faust — Suz

D-36 Scrambles
Oakdale, Calif.
Apr. 6, 1975
By Ann Carr

OPEN EX
Butch Davidson — Yam
Dale Mathers — Mai
OPEN JR
Frances Lopes — Mai
Ed Gaylord — Suz
OPEN NOV
Gary Hopper — Yam
Dave Lehman — Yam
250 JR/EX
Johnny Pittman — Bul
Raivo Trubok — Hon
Frances Lopes — Mai
250 NOV
Roger Harrill — Hon
Don Taylor — Yam
Don McBride — Suz
175-200 NOV
Gary Hopper — Yam
Dwayne Ellis — Yam
125 JR/EX
Rick Woods — Hon
Mike Inderbitzen — Hon
125 NOV
Joe Tomao — Hon
Chet Armstrong — Hon
Laird Byrhni — Hon
100 NOV
George Soares — Yam
Steve Crawford — Bar
Stan Eubanks — Yam
MINIS
OPEN JR/EX
Jeff Haney — Yam
Jody Gaines — Yam
OPEN NOV
Scott Baker — Yam
Ken Forbes — Suz
80 EX
Doug Chandler — Ind
Fred Merkel — Hon
Tony Holdsclaw — Hon
80 JR
James Cunningham — Yam
Ron Mayfield — Yam
80 NOV
Don Lewis — Suz
Hector Herrera — Hon
60 NOV/JR
Ricky Soreson — Yam
Jeff Ochoa — Hon
PEE WEE
George Hopper — Hon

Motocross
DeAnza Cycle Park
April 13, 1975
By "G.J."

MINI BEG
Randy Schaff — Hon
Ken Campbell — Hon
Renee Baker — Hon
MINI NOV
Butch Roberts — Yam
David Villanueva — Yam
Tony Barbacovi — Hon
MINI INT
Dallas Rebello — Hon
Donald Draskovick — Suz
MINI EX
Brian Myerscough — Yam
Lance Morewood — Yam
Bobby Hart — Hon
OPEN EX
Rick Sanford — Mai
Dale McKinney — Bul
250 EX
Tony Rogers — Mai
Butch Baker — Yam
Richard Braga — Hon
125 EX
Steve Potts — Hon
Doug McGowan — Suz
Craig Lee — Yam
250 INT
Tony Pena — CZ
Reggie Ragsdale — CZ
125 INT
Mark Marriot — Hon
Danny Fleming — Yam
Herb Carbaugh — Hon
100 INT
Mike Sanford — Yam
VET
L. G. Hearn — Yam
Joe Pena — CZ
Bill Zepeda — Yam
OPEN NOV
David Stephens — Bul
OPEN BEG
John Fleming — Suz
Matt Myers — Yam
Randy Monroe — Mai
250 NOV
Lee Rosenberry — Bul
John Myerscough — Yam
John Swendsen — Bul
250 BEG
David Wills — Hus
Tom Ruvolo — Mai
Dan Bartlett — Yam
250 BEG -16
Bill Schneider — Bul
Mace Mesler — Oss
Keith Brajevich — Hus
125 NOV
Clint Carman — Hon
Gary Scheidler — Yam
Ruben Roman — Hon
125 NOV -16
Donnie Jean — Hon
Greg Draskovick — Hon
Donald Draskovick — Hon
125 BEG
Joe Feld — Suz
Steven Hirose — Hon
Andy Burlson — Kaw
125 BEG -16
Keith Baker — Hon
Mark Ellis — Suz
Steve Ackerson — Hon
100 NOV
Ron Flores — Yam
Danny Burtt — Suz
Jim Weeks — Hod
100 BEG
Jimmy Hullett — Yam
Lloyd Ball — Pen
Clint Songer — —

CMC Motocross
Irwindale, Calif.
April 16, 1975
By John Bethea

MINI EX
Lance Moorewood — Yam
Ricky Simmons — Hon
Ron Utaski — HG
MINI JR DIV I
Robert Gray — Hon
Gordon Hunter — Yam
Clyde Wilson — Hon
MINI JR DIV II
Shon Andersen — Hon
Kevin Bowden — OHT
Rick Bruhanski — Hon
100 JR
Ty Richey — Hon
Rick Zamora — Yam
John Wilson — Suz
125 JR DIV I
Jim Harris — Yam
Jim Gallagher — Hon
Jeff Lammers — Hon
125 JR DIV II
Gary Pendleton — Hon
Mike Johns — Hon
Mark Brown — Hon
125 JR DIV III
Gary Jakob — Hon
Greg Bedford — Hon
Mark Brunwalder — Hon
250 JR
Steve Brady — Mai
Jon Bergstrom — Hon
Carl Collura — Mon
500 JR
Tom Earle — Mai
Jeff Jackson — Mai
Phil Serjeant — Hon
125 INT DIV I
Steve Cross — Hon
Lance Bryson — Hon
Rick Fiore — Hon
125 INT DIV II
Vince Van Hook — Hon
Steve Glatts — Hon
Steve Schilling — Hon
250 INT
Jerry Lowell — CZ
Tim Silva — Hon
Roy Holsheimer — Mai
500 INT
Trent McGee — CZ
Cliff Hicks — Suz
Rocky Van Zant — CZ
125 PROS
David Taylor — Hon
Tim Lunde — Hon
Jim Domann — Hon
250 PROS
David Pessy — Mon
Jeff Vidic — Mai
Val Tamietti — Mai
500 PROS
Bill Rubly — Mai
Curtis Lessel — Mai
Jeff Jennings — CZ

SERIES STANDINGS
Vince Van Hook — 79
Roy Holsheimer — 78
Mike Johns — 77
Pat Nash — 77
Steve Glatts — 75
Kavin Bowden — 75
Mark Braunwalder — 75
Dan Hendricks — 74
David Pessy — 71
Jon Bergstrom — 71
Don Miller — 71
Rick Fiore — 70

S.A.M. MX
Saddleback Park
Irvine, Calif.
April 12, 1975
By John Ulrich

250 EX
Jack Phillips — Hon
David Hopkins — Hus
OPEN EX
Frank Steiner — Mai
Gary Tomczak — Mai
125 INT
Jim Carlson — Hon
Mark Fowler — Hon
250 INT
Rick Rasmusson — Hus
Greg Painter — —
Paul Boudreau — Suz
100 JR
Rick Lucas — —
Jerry Lawson — —
125 JR
Ron Stroner — —
250 JR
Dan Field — Mai
Bill Dennis — —
Steve York — —
125 BEG
Dan McLeod — Hon
Todd Duncan — Hon
Recky Caswell — Yam
125 NOV
Joe Rivello — Vul
Drew Fundeburk — Hon
Carl Gieselman — Hon
250 BEG
Bruce Winter — Bul
Richard Hawkins — CZ
Bob Graham — CZ
OPEN BEG
Tony Moore — Yam
Pete Vetrano — CZ
Bill McDowell — Mai

Motocross
395 Cycle Park
Adelanto, Calif.
April 13, 1975
By Phil Carpenter

MINI BEG 0-10 yrs.
Jetter MAlpin — Hon
Mark Clark — Hon
Bubba Shingler — XR
MINI NOV 0-10 yrs.
John Hemme — Yam
Ricky Hemme — Yam
Allan Hopper — Yam
MINI BEG 11-14 yrs.
John Haislip — Hon
George Curnutt — Yam
Brad Izzo — Hon
MINI NOV 11-14 yrs.
Clyde Wilson — XR
Joe Breckner — Yam
Randy Yetto — Hon
100 BEG
Steve Chavez — Suz
Starr Kimpston — Suz
Bob Longyear — Yam
100 NOV
Rod Zeliff — Yam
Jay Burgum — Suz
Kevin Garlick — Suz
125 BEG
Dan McNeilly — Hon
Charlie Mazzei — Suz
Steve Johnson — Hon
125 NOV
Steve Bridges — Hon
Gary Bowden — Hon
Steve Westbay — Hon
250 BEG
Gary Jackson — Yam
Monty Blurton — CZ
Butch Burfeindt — Hon
250 NOV
Gale Tyler — Yam
Mike Whitman — Yam
Mark McAlpin — Yam
OPEN NOV
John Gibbs — Bul
Bob Lucke — Hon
Kevin Moore — Yam
125 AM
Steve Davis — Hon
Tyrone Brown — Hon
Tom Dittman — Hon
250 AM
Don May — Suz
Ron Reincholdson — CA
250 EX
Tracy Walters — Suz
Hulon Morrow — Hon
D. M. DeCamp — Yam
OPEN AM
Karl Wilson — Suz
Rich Barnes — Yam
Bob McClaughlin — CZ
OPEN EX
Dean Taylor — CZ
Troy Hollis — Yam
HI SCHOOL
POINTS TROPHY
Victorville
Kennedy
Barstow
Antelope Valley
Apple Valley

DRA Silver Cup
California City, Calif.
April 19, 1975
By Dale Brown

TOP TEN
Bill Conroy — 400 Yam
Kevin Hasten — 400 CZ
Morgan Malocco — 400 Yam
Von Peterson — 400 CZ
Phil Stumbo — 250 CZ
Mike Johnston — 250 Pen
Wayne Cook — 250 Hon
Dennis Greene — 250 H-D
Jim Irby — 400 Yam
Jamie Avels — 400 Yam

DRA Rare Desert Scrambles
California City, Calif.
April 20, 1975
By Dale Brown

AM/EX OVERALL
Bill Conroy — 400 Yam
Bob Balentine — 250 Hus
Jim Fishback — 400 Yam
Rick Shirey — 400 Yam
Bryan Breker — 250 Kaw
Phil Stumbo — 250 CZ
Gordon Schmid — 400 Yam
Ron Dugan (A) — 360 Hus
Jamie Avels(A) — 400 Yam
Gary Praster (A) — 125 Hon
NOV OVERALL
Dale Owens — 400 Yam
Lee Wilson III — 175 Hus
Steve Sutton — 250 Hus
Mitchell Smiley — 250 Bul
Peter Belson — 400 Yam
Rob Voight — 250 Pen
Ron Grey — 400 Yam
Don Oswald — 250 Hus
Jerry Leath — 400 Yam
250/OPEN BEG
J.L. Ferguson — 400 CZ
Gordon Smith — 400 Hus
Mike Shively — 250 CZ
Jim Smoot — 360 Bul
Lee Sebet — 250 Hus
David Sutton — 250 Hus
0-200 BEG
Tom Rogers — 125 Hon
Dan Tipton — 175 Bul
Rick Beck — 125 Hon
Ralph Carnes — 125 Hon
Mike Midkiff — 100 Suz
SENIOR A
Gus Paull — 400 Yam
SENIOR B
George Lanyon — 250 Hon
C.V. Greene — 175 H-D

CMC Motocross
Saddleback Park
April 20, 1975
By Andy Hayt

MINI JR
Cary Faas — Hon
Tod Rowe — Hon
Mike Palumbo — Hon
MINI EX
Mike Laenger — Hon
Ricky Atkins — Hon
Bob Ott — Yam
100 JR
Corki Moore — Suz
Dan Dilkey — Suz
Barry Knight — Hon
500 PRO
Bill Rubly — Mai
Jon Derhammer — Mai
Jeff Eierstedt — Bul
500 INT
David Gerig — CRT
Dave Robinson — Hus
Rick Larson — Mai
500 JR
Jeff Clark — CZ
Jeff Jackson — Mai
Mike McKnight — Mai
250 PRO
Rex Staten — CZ
Bob Hannah — Hus
Bob Stem — CZ
250 INT DIV I
Mark Asbury — Yam
Kevin Rodgers — Mon
Mike Palhegyi — CZ
250 INT DIV II
Mike Huddleston — DMG
Joe Bonnello — Bul
Jonas Gaaf — Hus
250 JR DIV I
Jerry Wolfinbarger — Yam
Rick Watson — Mai
Rick Rasmusson — Hus
250 JR DIV II
Steve Rhyan — Mai
Tim Tolar — CZ
Greg Tincher — Mai
125 PRO
Mike Bell — Hon
Mark Tyer — Hon
Bob Hannah — Suz
125 INT DIV I
Brad Sherrill — Hon
Steve Moore — Hon
Danny Benge — Hon
125 INT DIV II
Peter Wanket — Hon
Jeff Tomlin — Hon
Bob Rutten — Hod
125 JR DIV I
Burt Wald — Suz
Tim Tolan — Suz
Kim Kirschenmann — Hon
125 JR DIV II
Mike Loper — Hon
Bob Bourne — Yam
Todd Peterson — Hon
125 JR DIV III
Leni Faas — Hon
Luc Deley — Suz
John Lewey — Hon

San Jose Regional Half Mile
San Jose, Calif.
April 20, 1975

EXPERT MAIN
Frank Gillespie — H-D
Eddie Wirth — H-D
John Gennai — H-D
Paul Bostrum — Yam
John Hateley — Tri
Mark Willaims — Tri
Hank Scott — H-D
Rick Hocking — Yam
Chuck Palmgren — Yam
Ike Reed — —
TIME: 6:54.19
JUNIOR MAIN
Steve Eklund — Yam
Nick Nazzisi — Yam
Murray Hoffman — Yam
Doug Garrison — Yam
Pat Guthrie — BSA
Dan McWhorter — Yam
Chuck Miller — —
Harold Ochs — —
TIME: 4:37.32
NOVICE MAIN
Steve Dietz — Bul
Ted Davidson — Yam
Rick Granam — Yam
Fred Faltersack — Yam
Steve Carillo — Yam
Vince Mead — Yam
TIME: 3:48.28

SRA Speedway
Irwindale, Calif.
April 17, 1975

SCRATCH MAIN
Mike Bast
Jeff Sexton
Dubb Ferrell
Steve Bast
HANDICAP MAIN
Bob Schwartz
Mike Bast
Jan Ballard
Mike Curoso
Steve Bast
Dave Sims
FEATURE MATCH RACE
Steve Bast over
Rick Woods
DIV 2
Steve Schlaneer

SRA Speedway
Bakersfield, Calif.
April 19, 1975

SCRATCH MAIN
Steve Bast
Steve Nutter
Jeff Sexton
Bruce Penhall
HANDICAP MAIN
Bob Schwartz
Bruce Penhall
Larry Shaw
Jeff Sexton
Troy McKee
Larry Moon
FEATURE MATCH RACE
Mike Curoso over
Mike Konle
DIV 2
Rod Sexton

ROUTE CHECK

Hacienda Hghts. to Excape Country
I have a Kawasaki KX 125 and need a ride. Will split gas. I will also race at other tracks. Call Dan (213) 336-5314. (14/4x)

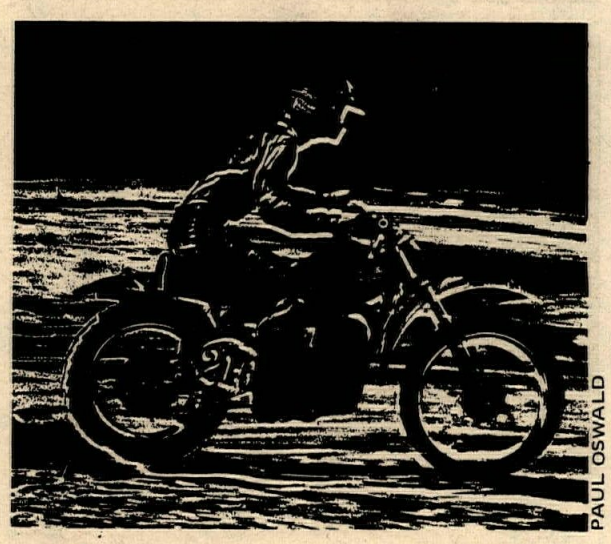
Hermosa Beach to CMC MX races
Can carry two other bikes and riders to any CMC MX race in my van. Would like to split gas expenses and or trade off rides. Ask for Steve at (213) 379-3023 or (213) 530-1789. (14/4x)

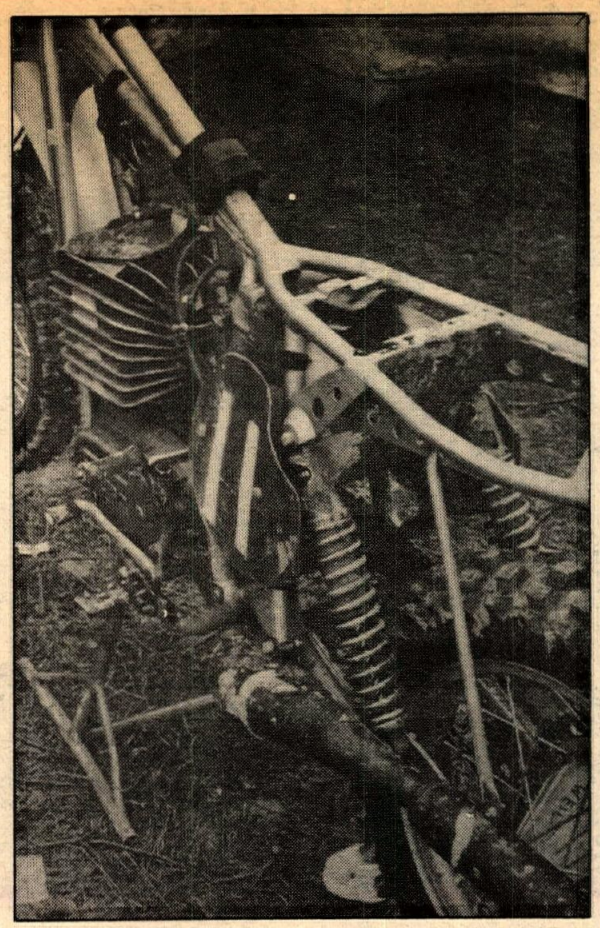
Fort Lewis to Aberdean or ?
I have a 250cc Ossa and would like to race it up here! Race flat track and if you could give me a ride to the races I would split gas cost. Timothy (206) 967-2357. (15/4x)

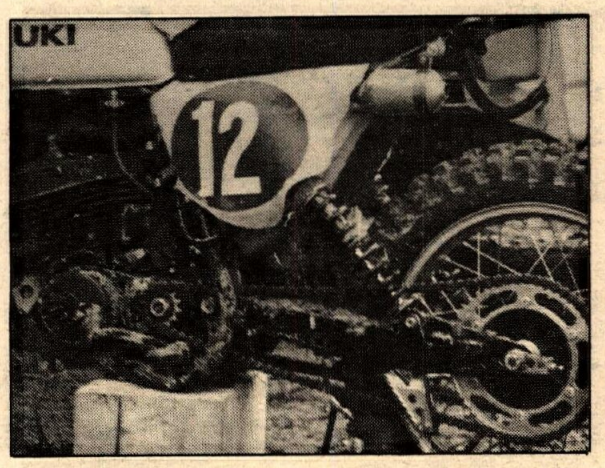
Huntington Bch. to CMC races
Can carry 3 bikes in my van. Would like to share rides or split gas, especially to Carlsbad. Ask for Rick (714) 536-7747. (16/2x)

Circle area Long Beach
Rider 35, needs ride to MX practice or ? Have 250 Kaw, will pay gas. Evenings after 5 (213) 433-5429. Norm. (16/3x)

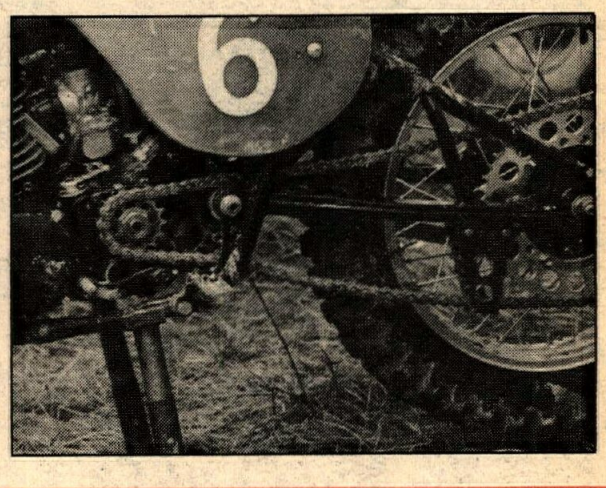
Arcadia to CMC and S.A.M. races
Ride 250 Jr. class, can take one other bike. Split gas or trade rides. Ask for Dan (213) 445-2378. (16/2x)


PAUL OSWALD





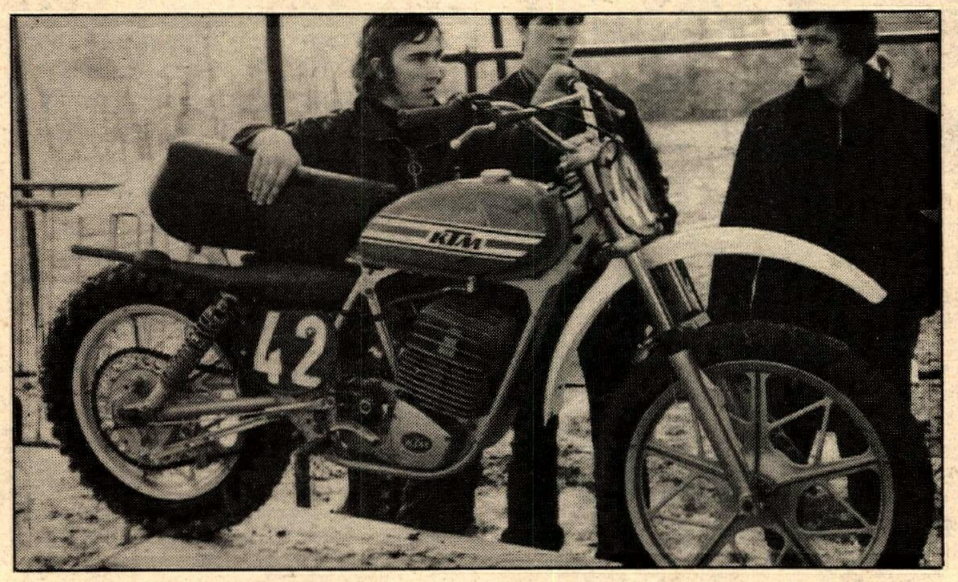
NEW TOYS FOR THE GOOD OL' BOYS



Above: Willi Bauer's 250 Suzuki now sports Maico style front fork sliders, a YZ looking upswept and crossover expansion chamber and an inverted shock layout ala' Husky at the rear.

Top center: Adolph Weil's Maico has had the center section modified to get the most out of the LTR suspension. Barely visible are the cross over balance lines between the shocks.

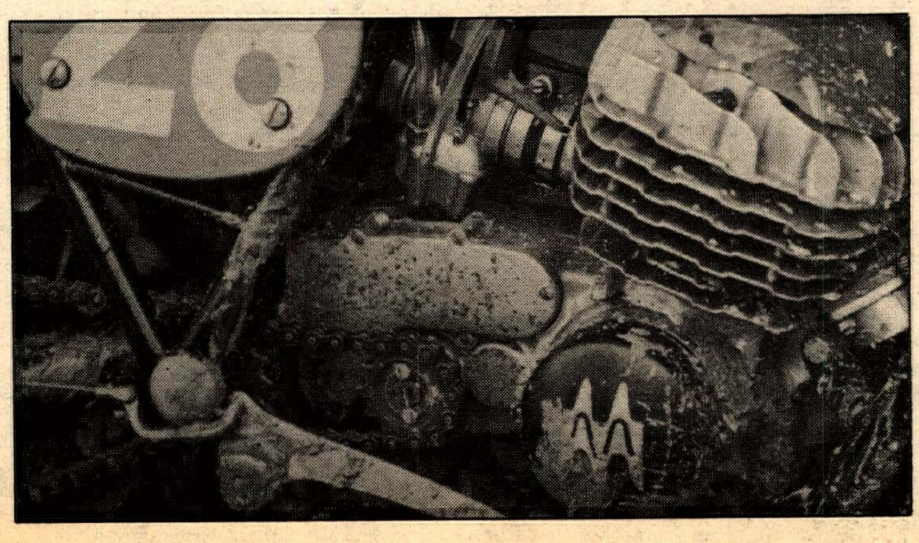
Below: The Montesa Cappra has many detail refinements this year including new cases, an idler gear chain tensioner, brake rod routing around the swing arm bolt and additional struts in the frame. Look for Montesa to use the same engine in several models in the near future.

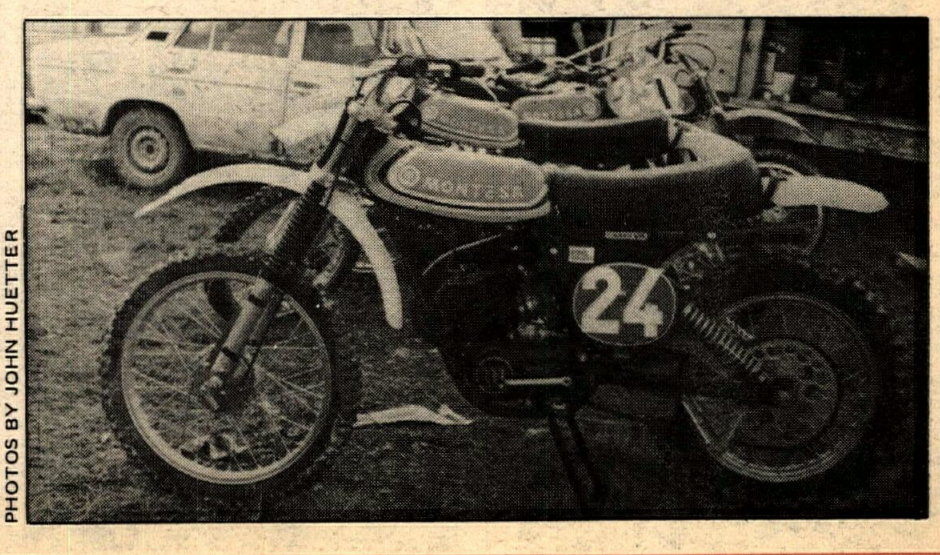


Above: Hakan Andersson looks pleased with his Yamaha during practice at the Spanish GP. He should, Andersson started the season out right with a first moto victory. Major visible changes are the front forks and the rear swing arm which is alleged to be the Mick Andrews developed trials model.

Left: Austrian KTM, i.e. Penton, showed up with a Russian rider and magnesium snowflake style wheels with cast in brake drums. Surely that small swelling in the pipe can't be the silencer. Can it?

Below: The new Montesa 125 shares many parts and features with its bigger kinfolk, but up and over exhaust pipe design sets it apart from the other Montesas.

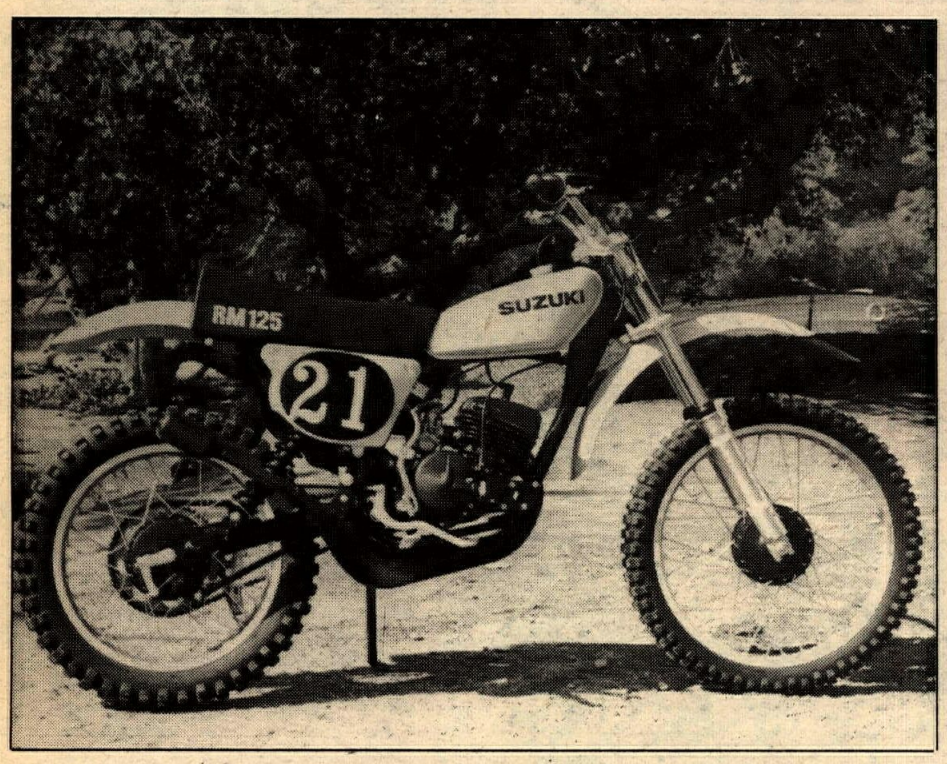




PHOTOS BY JOHN HUETTER

Suz RM

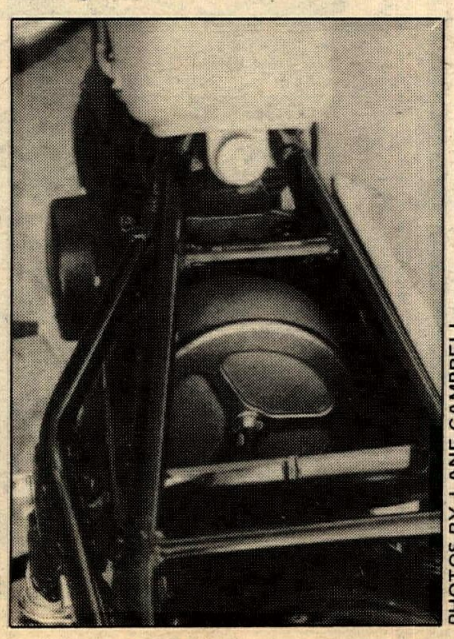
Fi small repli-



Suzuki's new toy at rest. Looks trick, is trick.

Power-to-ground mechanism. Note roller chain guide, metal dirt shield at lower end of shock (preload adjuster is at top, shrouded by number plate) and stubborn adherence to Japanese Universal chain adjuster tabs.

Airbox is well protected and well stuffed with a proper filter. Note, too, how the upper load struts for the shock mounts are bellied-out from the general plane of the frame tubes. Hell for straight load paths, but necessary to keep the shocks from binding.



PHOTOS BY LANE CAMPBELL

Riding impression

Soft front, firm rear, go-go middle

By Jeff Peck

Right off, you notice the biggest difference between the TM and the RM: the gas/oil shocks mounted in a cantilevered position underneath the bulging number plates. After that the very flexible fenders at the front and rear might catch your eye or possibly the fat seat that looks comfortable even at a distance. As you wheel the bike out to the track you see the big mud flap on the front fender waving at you as if to say, "Don't worry nothing is going to get by me."

Starting the bike is a two-three kick affair which involves battling with the small pull up choke rod that is standard equipment on Mikuni carbs these days. After a brief warm up you are off.

At 190 pounds the RM125 is close to the super light 250s in the weight department, but this weight is not felt out on the track as the bike jumps forward with a new burst of power each time the shifter is moved to the next cog. The high in the sky feeling that LTR suspensions give is lost as the fine rear suspension starts to do its job. Over bumps and holes the gas/oil units keep the bike moving in a forward direction without any extra side trips through the giggle weeds.

With the rear end doing such a fine job it is too bad that the front end does not do likewise. At first you think that it is because the front end is so cushy, so a change of oil is in order. That helps but not enough. The front end still washes out. To repair this short-coming we would suggest that the forks be moved up into the clamps about 5mm. Along with moving the forks up a change in spring rate or more pre-load would make a definite improvement.

Other than the front end problems the RM is a fine piece of machinery. The stock motor is strong and revs fast with the power impulses starting down low and pulling strong all the way to the top. It is a quick moving bike that likes to be driven straight into and straight out of corners, with no messing around. The bike handles well enough to allow you to dive under people and has enough zap to get you down the straight parts of the track in a hurry.

To handle the transferring of power to the ground Suzuki has hooked a well spaced five speed transmission to the RM engine. They feel that the RM has a wide enough power band to compensate for the lack of a sixth gear. It seems that they have been doing their homework, the trans always delivers with no big gaps in gear ratios. As for shifting, it is very smooth with short positive throws. Clutch pressure is minimal and no fading was experienced even after some abusive riding from a heavy handed shifter.

As for rider comfort, the seat is well padded for those who don't carry their own and the riding position is such that the sit down-stand up transfer is very easy. The footpeg, shifter and brake pedal position is very good and does not require that you hunt around for their use.

Suzuki is putting together a hop up kit for the RM125 and we had a chance to ride a bike so equipped. The kit added about 15% more power to the engine with no loss of low end torque but it did increase the punch at the top end of rev range. With the kit the engine has to be revved more and the difference is quite noticeable.

Suzuki has scored another first with the RM125. At a time when companies are finally starting to sell bikes that closely resemble their team racers, Suzuki is the first Japanese company to merchandise a small bore challenger with cantilever mounted gas/oil shocks. Along with suspension goodies the retail price of $925 will put the RM125 below just about every sales competitor in the expanding lightweight market. ●

uki 125

rst -bore racer

Tech analysis

Designed to compete

By Lane Campbell

U.S. Suzuki held back few secrets in introducing their new RM125, which is a calculated effort to leapfrog the competition during the '75 season. Key features of the new package are a totally new top end, ported expressly for a wide powerband; and a 36 degree laydown rear suspension built around a new (for Suzuki) and interestingly-configured gas/oil shock.

Suzuki's damper features positive separation of the working gas (nitrogen at just over 200 psi) from the oil by means of a free-floating piston that rides in the shock body totally independent of the working piston. This arrangement claims several advantages: 1) positive separation prevents the working gas from frothing the oil, 2) The 200 psi gas pressure, like the cap on a soft drink bottle, holds a significant amount of air dissolved in the oil, enhancing the heat-transfer capabilities of the unit, 3) the nitrogen gas and free piston fully compensate for change-of-volume as the unit strokes. Taken together, the gas/oil unit is designed to respond with a minimum of stiction to small chatterbumps while retaining full damping power for high impulse loads.

Since the units are sealed and non-rebuildable, seal life will be critical. The factory (somewhat tongue-in-cheek) claims seal life equal to or better than standard shocks and points out that the inverted position and full metal shielding should keep the worst of the crud away from the vulnerable rod seal. At the same time they cover their bets by designing the shock for simplicity and (relatively) inexpensive replacement ($37 each).

Forks are completely redesigned internally, but set up to retrofit to the TM125. Notable also is the fact that the RM125 swingarm has a pivot designed to interface with the earlier model as well. When asked, Suzuki's factory people said there was a shock laydown kit in the works for TMs.

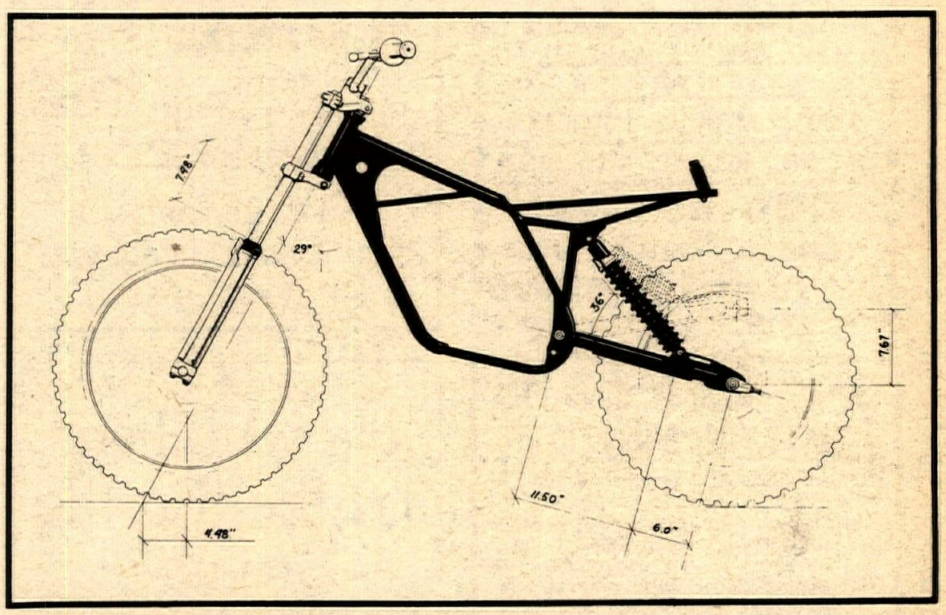
In the engine department, Suzuki engineers have managed to "close the circle" by wrapping the transfers completely around the intake side. Note that each of the three ports on a side is a different shape and each transfer passage is a separate track that hits full volumetric efficiency in a different RPM band. The result, when combined with the proper pipe and intake tract, is a broad powerband with high volume flow. The difference in flow is enough to go from a 26 mm to a 28 mm venturi.

The rest of the bike is just good state-of-the art: large airbox with wet foam filter and backward-louvered air inlet just under the seat, roller chain guide and wire cable guides to accommodate the extra travel at both ends, solid-mount rear sprocket, straight-cut gears and a claimed dry weight of 190 pounds. The factory has heaved the oil injection but retained a five-speed gearbox. The decision to retain a five speed tranny is probably the prime motivation for the broad powerband engine design.

The RM125 is a blatant technical leapfrog attempt, and you'll be able to measure its success by how quickly the competition (read Honda) responds with a similar package. ●

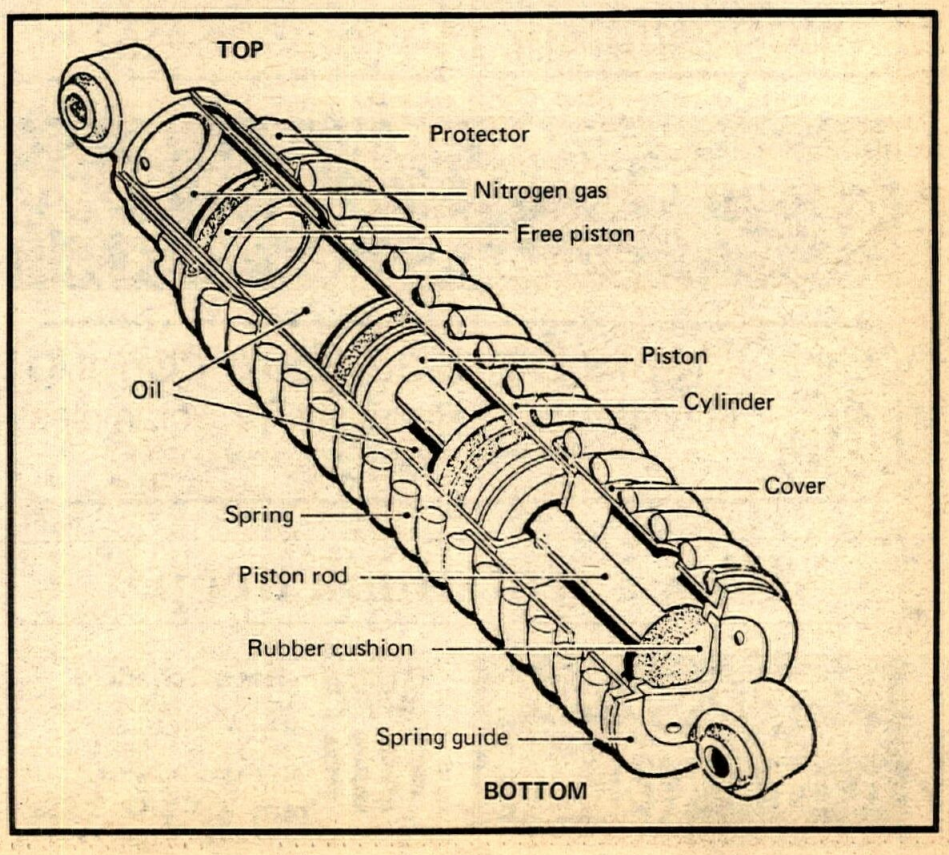
Specifications

Footpeg Height	13.8 in.
Ground Clearance	9.65 in.
Wheelbase	53.5 in.
Seat Height	35.5 in.
Dry Weight	190 lbs.
Front Tire	3.00-21-4PR
Rear Tire	3.50-18-4PR
Horsepower (claimed)	23 hp/10,500 rpm
Torque (claimed)	12.3 ft-lbs. 9,500 rpm
Bore and Stroke	56x50cc
Displacement	123cc
Compression ratio (corrected)	7.4:1
Carburetion	VM28SC
Suggested retail price	$925



The RM125's backbone and hard-working legs. While rear travel is 7.67 in. at the axle, stroke of the angled shock is only 3.93 in., which serves to hold down piston speed (where have we heard that before) and reduce the chance of cavitation (sudden formation of air bubbles behind the moving piston) in the pressurized shock fluid.

The Suzuki shock in detail. It's a sealed unit, with the nitrogen at high pressure – no rebuilds. Suzuki chose a free piston rather than a diaphragm design to separate the nitrogen and oil, saying the required diaphragm would have been too big and too costly to do the same job at the same working pressure.



100 % Trophies

Three ft. to first place winners.

April 27

AMC

S8 Beg-Jr-Int. $12 Pros — 100% payback

Saddleback Park

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Ride With The Best

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1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post - Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post - Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

ALL 5th SUNDAYS - SADDLEBACK
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Norco Little League 70 mile, 2 loop **Sunday, June 15th**

Family Father's Day Enduro

20% trophies. 100% trophies to minis & Powder Puff finishers — 1 loop. A, B, C riders — All class sizes. No extra charge for Husband/Wife, Parent/Child, Buddy, etc. All entry fees tax deductible. Free Hot Hats & super finish pins. Official enduro clocks & flip cards at checks. Route sheets (speed, times) & tank cards mailed 6/10. Ambulance, porta-johns, radio comm., sweep. Limed from Lucerne to Soggy Dry Lake. Start time: 8:01 AM — starting positions given in order of entries received — first in — first out. Mail entries: Open April 14th, close June 6th. Mail $8 and 2 S.A.S.E. Post $9. Three man teams add $1 per rider. For information & entry forms: Jim Payton, 3598 Center Ave., Norco, CA 91760. Any standard entry form O.K.

(714) 737-5597/737-4337

He who lives
by the throttle
dies
by the throttle.

MX at Indian Dunes
April 27
All Classes. No Mail Entry.
213-332-2193

ESCAPE COUNTRY
$1000 PURSE MX APRIL 27
Lower weekday prices: $1 per person, $1 per motorcycle.
714-586-7964

Dirt Diggers Dinosaurs are coming

DIRT DIGGERS MOTORCYCLE CLUB

May 4th•Perris Raceway•TT Scrambles

1st West Coast appearance — Chariot Racing Exhibition
For info see Calendar.

Ride silent, think deep.

Every Friday Night
Motocross
O.C.I.R.

AMC

Race Schedule
Apr. 27 — Saddleback
May 4 — Carlsbad
May 11 — Saddleback
May 18 — Rawhide
Info: 714-532-3923

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

MOTOCROSS
Escape Country, Trabuco Cyn, CA. San Diego Fwy. El Toro exit, E 13 mi. First day thru Open classes. Memb. req. Open 7 am, race 9. 714/586-7964.

BICYCLE MX
Western Sports A-RAMA on Linclon btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

METRO MX
30th Ave. & Broadway, Phoenix, AZ. Gate open 7 am, start 9:30 am. Entry $8, Ex. $10. $1 discount, ADRA memb. 602/252-1900.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

1st & 3rd Sunday

CMC MX
Sand Hill Ranch. From Concord, March Creek Rd. to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry $8, $15 Ex. 100% p.b. to Ex. 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

HRA TT & HALF MILE
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 8:30-9:30 am. Entry $3 non-memb. Gate $2. No memb. req. Free camping. 25% same day brass. Sil. req. Minis to Pro. 714/246-6109.

2nd & 4th Sundays

HRA MX
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 7:30-8:30 am. Entry $4. Gate $2. No memb. req. Free camping. 40% same day brass. High Schools scored separately for pts. trophy and perpetual trophys for all hi-desert. 714/246-6109.

NMA MOTOCROSS
Barona Oaks Park, Wildcat Cyn. Rd., Ramoni, CA. Sign up 8 am, Entry $5. 100cc 16 yr. old limit. Cal. Mini, San Diego. 714/749-0953.

4th Sunday

SRAC/BRRMC
TT or SHORT TRACK
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 11. 303/443-0825.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. 714/735-1301, 653-2633.

2nd, 3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

Every Monday Nite

S.A.M. HSMX
Ascot Park, Gardena, CA. Gate open 5 pm, prac. 6, race 7:30. Qualifiers for HSMX Championship in L.A. Coliseum. Entry $5. 18300 S. Vermont, Gardena, CA 90247. 213/321-8859, 321-8863.

Every Tuesday

AMA AMATEUR HALF MILE
Ascot Park, Gardena, CA. 18300 Vermont, Gardena 90247. Racing starts 7:30 pm. For info call. 213/321-1610, 323-9710.

Every Wednesday

OPEN MX PRACTICE
Orange County Int. Raceway, Irvine, CA. Take Sand Cyn. Ave. off ramp. Hwy. 5. Open 3-10 pm. Entry $2 per bike. Fully prepared track under the lights. 714/559-0580.

D-36 SHORT TRACK
Fremont Raceway, CA. Starts Apr. 9 runs thru Oct. 27 race series. Adults $3 gate, Jr. $1. Gate open 4 pm, prac. 5, race 7. For info: 415/327-4461.

Every Thursday

OPEN MX PRACTICE
Orange City, Intl. Rcy., Irvine, CA. Open 3-10 pm. Entry $2 per bike. Full prepared track under the lights. 714/559-0580.

SRA SPEEDWAY
Santa Clara Fairgrounds, San Jose, CA. 1/6 mi. oval. Largest track in state. For info. Bob Barkhimer Assoc., Inc., 14 Camp Evers Lane, Scotts Valley, CA 95066. 408/438-3210.

SRA SPEEDWAY
Irwindale Rcy., Irwindale, CA. 220 yd. oval. Complete Scratch & Handicap Bracket with special Match races periodically. Gate open 6:30 pm, race 8. 213/334-4949, 334-2413.

CMC MOTOCROSS
Portland International Raceway, Portland, Ore. Gate open 5 pm, sign up by 6:45, race 7. 100% p.b., 30% trop. 503/285-7060.

Every Friday

R.A.C.E. HSMX
Corona Rcwy., Corona, CA off Hwy 91. Only schools invited may enter. $3 entry. Open 5 pm. Race 7. 714/689-1913.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy 91 to Magnolia or Pierce. Memb. not req. Prac. 6:30 pm, race 7:30. Entry $3 memb. Racing on separate course from HSMX course at same time. Watch both for $2.50. P.O. Box 388, Corona, CA 714/735-1705.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & mini. Ride or pit $3.50. 100% p.b. less 50 cent ins. fee. Spec. $2.50. Quiet muff. req.

AMC NIGHT MX
Orange Cty. Intl. Raceway. Irvine, CA. 200% Pro p.b. 30% brass. Entry $6, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 pm, race 7:30. 714/532-3923.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm., prac. 6-7, race 7:30. Entry $6 inc. admission. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. Under 8 free. $3000 rider med. cov. Post entry only. 714/557-3323.

CMC NITE MX
South Bay Park Speedway, Chula Vista, CA. All new 1 mi. track. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6. 200% p.b. to Pros. 30% trophies J/I. Post entry only. $3000 rider med. cov. 714/420-7414.

CLASS A S.R.A. SPEEDWAY
Orange Cty. Fgnd. Costa Mesa, CA. Newport Fwy. to Fair Dr., R to fgnd. First race of 1975 season Apr. 18. Gate open 6:30 pm, race 8:15. PO Box 334, San Clemente, CA 92672. 714/492-9933.

SRAC CNS HALF MILE
Erie, Colo. Take I-25 out of Denver, N 20 mi., follow "Speedway signs. Start 8 pm, Entry $6 Ex., $4 others. Cash to Ex., trop. others. SRAC cd. req. 303/443-0825.

PRO HALF MILE (AMA)
Ascot Park, Gardena, CA. April 4 thru May 16. Start 8 pm. 18300 Vermont, Gardena, CA 90247. 213/321-1610, 323-9710.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm. Entry $2.50. Discount card avail. 714/998-6373, 998-3535.

D-18 MOTOCROSS
Shur-foot Speedway, I-55 & Imperial, Mo exit, (S of St. Louis, 10 mi.). Start 8 pm. Entry $2. Shur-foot M/C. 314/351-8116, 773-9858.

Every Saturday

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E. 13 mi. First day thru Open classes. Memb. rqd. Open 7 am, race 9. 714/586-7964.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

S.A.M. MX
Saddleback Park, Orange, CA. No memb., no mail entry. $6 post. Ex. 2x40 min. motos, others 3x20 min. 100% Ex. p.b. Open 7 am. 714/979-9233.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 am, start 10. 805/529-9546.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

SPTSMN SHORT TRACK
Cycleland Speedway. 14 mi. S of Chico at Hwy. 99E & Gate Shippee Rd. Sign up 5:30-7 pm, prac. 7 pm, race 8. Entry $2.50 ride or watch, $2 xtra for riders entry. All classes thru 360cc. 916/342-9302.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & Semi Pro. Entry $5.50. 100% p.b. less 50 cents ins. fee. Spec. $2.50. Quiet mufflers req.

PERRIS NITE TT
Perris Rwy., Perris, CA. Gate open 5 pm, race 7. Entry $3 plus gate fee. Under 18 yrs. must have notary cd. on file to ride. PO Box 371, Perris, CA 92370. 714/657-3678.

CMC SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico, Hwy. 99 & Page Shippee Rd. Prac. 7 pm, race 8. Entry $4.50. All classes thru 360cc. 1/6 mi. Short Track. 916/342-9302.

MOTOCROSS
Valley Cycle Park. Moorpart, CA. $3 entry Sptsmn., $6 Ex. 100% p.b. to Ex. Trophies to others. Start 9:30 am. Track Master 805/529-9546.

SPEEDWAY
Kern Cty. Fairgrounds, Bakersfield, CA. New track surface. "Purple Helmet Match Races" back again. More money to riders. Full Div. I & II prog. Starts Apr. 19 to run thru Sept. 805/324-9701.

S.A.M. HSMX
Orange Cty. Intl. Raceway. Sand Cyn. off ramp off I-5. Gate open 5 pm, race 7. OCIR MX, P.O. Box 2455, Orange, CA 92669. 714/559-0580.

TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Hwy 71 & Lugona Ave. Ride/watch $3/$1.50. Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6, race 8. 714/826-2386, 674-5383.

1st & 3rd Saturdays

HSMX QUALIFIER
Carlsbad Raceway, Carlsbad, CA. Entry $5. 24 slots in L.A. Superbowl. Come on down & qualify. Husqvarna. 714/744-2161.

MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. HSMX riders $3.50 entry. REg. riders $5 J/I, Ex. $10. 100% p.b. 30 min. motos. Gate open 8 am, race 9:30. Great trophies. No memb. req. Husqvarna. 714/744-2161.

BIGGIES & SCHEDS

1975 Pacific Coast AMA Regional Championships

May 16
$3,000 H-M
Ascot Park
Gardena, CA

May 30
$3,000 TT
Clackamas, OR

June 21
$3,000 3/8-M TT
Castle Rock Fairgrnds
Castle Rock, WA

July 6
$8,000 1-M
San Joaquin Co. Fairgrnds
Stockton, CA

July 13
$3,000 TT
Clackamas, OR

August 10
$3,500 H-M
Sturgis Fairgrounds
Sturgis, SD

1975 U.S. National Championship Observed Trials Series

May 24	Southern California
May 31	Washington
Jul. 27	Ohio
Aug. 23/24	Colorado
May 26	Northern California
Jul. 26	New York
Aug. 2	Minnesota
Aug. 30	Texas
Sep. 1	Oklahoma

Friday, April 25

D-36 SCRAMBLES
Fremont Raceway. All classes & minis. Open 4 pm, prac. 5, race 6:30. $4 ride, $3 watch. Mufflers, kill buttons, 3 No. plates. 415/327-4461.

CMC SPRING NITE MX SERIES
Irwindale Raceway, Irwindale, CA. Race start 7:30 pm. $1500 in series contingency prizes. Entry $6, inc. admission. Gate open 4:30 pm. Spec. adm. $3 adults, $2 Jr., $1 kids. 213/334-4949, 334-2413..

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Internat. track. Start 8 pm. For info: 28700 Henry Mayo Drive, Valencia, CA 91355. 805/259-8000.

NMA MINI MIX
Indian Dunes, Valencia, CA. Mini track. Start 8 pm. For info: 28700 Henry Mayo Dr., Valencia, CA 91355. 805/259-8000.

April 26-27

TRANS AMA PRO MX QUALIFIER
Sacramento Rcy., Sacto, CA. $2000 purse Pros. Gate open 6:30 am, sign up 6:30-10:30, prac. 9-11, race 1 pm. Rider fee $6 + gate, mech. $2 + gate. Spec. adult $4, 6-12 yr. $2. Sat. Apr. 26, Semi-Pro, minis, BMX. Call for info: 916/363-2653.

Saturday, Apr. 26

MRAN PRO GP
Searchlight, NV. 50 mi. S of Vegas, limed from I-15. $100 entry, 60% p.b. 100 mi. race thru streets & surr. desert. Desert People, 2005 Granite Ave., Las Vegas, NV. 89106. Noon start, dance Sat. eve., Sptsmn. race Sun. 702/384-3145.

RTA TRIALS & SCHOOL
Rawhide Park. Hwy. 74 Elsinore. School 11 am. Beginner & Novices only. Trials 2 pm. 20% trophies. 714/689-0871.

1st ANNUAL JR & SR HIGH TRIALS
Gunn High School. 780 Arastradero Rd., Palo Alto, CA. Sign up 1 pm, start 1:30. 10 sections, 3 short loops. 2 classes, Class A Trials, Class B street or Enduro. Team entry $14, individual $2. Must be enrolled in Jr. or Sr. High. Entries postmarked by Apr. 14. Mr. Clay Henry-Meet manager. Address, see above. Must wear helmet.

D-36 TT SCRAMBLES
Lodi Cycle Bowl. 5801 Morse Rd., Lodi, CA. Sign up 5-7 pm, prac. 6-7, race 8. All classes, minis-Open. Entry $3.50 inc. ins. $1.50 2nd bike. Lodi MC. 209/368-7182, 931-2722.

D-36 SEMI PRO MX
Fremont Raceway. Gate open 3:30, prac. 4:30, race 6 pm. $7 Ex/$5 Nov/Jr. $4 pit pass. $3 spec. 100% min. p.b. Si., 3 No. plates. 415/327-4461.

Sunday, Apr. 27

INDOOR SHORT TRACK
Reno Park Sports Arena. 16 mi. N of Reno. N of Hwy. 395 & turn R at the Reno Park sign. Follow blacktop to Arena. 1/10 mi. dirt track. Sign up 8-10 am, prac. 10-11:30, race 12:30. Riders & Pits $4 inc. ins. 2nd bike $2.50. Reno Park M/C, 9495 Fremont St., Lemon Valley, NV 89508.

MOTORCYCLE SWAP MEET
Rose Bowl, Pasadena, CA. Clean out your spare parts and make cash. 9 am to 2 pm. Anyone can be a seller! 24 hr. info. 213/588-7310.

M/C DIRT DRAGS
Billings, Montana. Take old Hwy. 10E toward Shepard Mtn. Then 1 mi. past Billings Speedway, trn. N follow BMC signs. M/C 1/8 mi. dirt drags. Entry $5. Sign up by 10 am. Start 11. 0-175cc 100% p.b. of entry. 176-up $1000 guar. Call KBMY radio 406/259-4586 for weather check. Billings M/C, 1419 Grand Ave., Billings, MT. 406/248-3111.

ITA TRIALS & TRIALS SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. P O Box 2155, Orange, CA. 92669.

SIERRA P.I.T.S. TRIALS
Coalinga, CA. I-5 to Hwy. 198 W on 198 to Gail, R on Gail, R on Derrick, L on Los Gatos Rd. to Trials. Entry $3 memb., $4 non-memb. $2.50 gate fee per bike. Start 10 am. Free camping. 209/935-0544, 935-1008.

MARATHON
Fremont Rcwy, Fremont, CA. 2 man, 2 hrs. No lic. req. Open 7:30, minis 8-9, $4 ride, $2 watch. 125-9:30, 250-noon, Open-2:30. $7 ride, $2 watch. 415/327-4461.

D-36 SEMI PRO HALF MILE
Orland, CA. All Sptsmn. classes entries permitting. Spec. 750cc class (J/E only). Gate open 8 am, race noon. Pre entry $4, post $6. Aragon M/C, PO Box 1311, Novata, CA 94947. 415/892-5350.

"SUNRISER 2"
4 hr, 110 mi. navigational street M/C rally and poker run. Start June Ellen's Donut Shop, 4578 Van Nuys Blvd., Sherman Oaks. Finishes in the San Fernando Valley. $4 pre entry by Apr. 23. Post entry $5 per m/c. 213/345-0475, 987-2566.

CMC MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon on Hwy. 113. Sign up 6:30 am, prac. 7:30, race 9. Entry $6 mail, $8 post. Pro $15 post only. 100% p.b. Pros, 30% trophies J/I. PO Box 601, Dixon, CA 95620. 916/678-3592.

CRC MX
Valley Cycle Park, off Hwy. 23 S. of Moorpark, CA. 3 motos, 30% brass same day, cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

MRAN SPTSMN GP
Searchlight, NV. 50 mi. S of Las Vegas, limed from I-15. All classes, incl. minis. Dance Sat., race Sun. thru streets & surr. desert. 100 mi. $10 entry.10 am start. Desert People M/C. 702/384-3145.

D-36 SEMI PRO SCRAMBLES
La Grange Rodeo Grounds. 32 mi. E of Modesto on Hwy. 132. All classes, minis too. Sign up 9-11 am, prac. 9-11, race noon. Entry $5, 100% p.b. + trophies. Semi-Pro for Experts only. 209/529-1620, 883-0206.

NRA MOTOCROSS
Rawhide Park. 100% trophies same day. 3 motos. Cash to Pros. All classes inc. Minis. Gate open 7 am, prac. 8, race 9:30. 714/689-6114.

49er ENDURO AMA NAT'L CHAMP
Foresthill, CA. D-36 pt. event. 750 rider limit. No post entry. Entries close April 1. Entry $8.50, 3-man team $3 xtra. Approx. 100 mi. Start 8:01 am. Stickers, pins. Green Sticky req. Polka Dots M/C, 2412 Salix Way, Sacramento, CA 95825. 916/967-9249.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

CRC MOTOCROSS
Rawhide Cycle Park. 30% trophies same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

MARATHON
Sandhill Ranch. Hwy 580 to Vasco Rd. N on Vasco 17 mi. to Stop. R on Camino Diablo Rd. 1st ranch on R. 2 hr/1 or 2 men. Entry minis $5, others $6 mail, $8 post. Gate open 7:30 am. Call for start times. RT 2 Box 143C, Brentwood, CA 94513. 415/634-3328.

B.O.S.S. CMC MX
Plymouth Intl. Rcy., Plymouth, CA. Hwy. 16 to Plymouth. Race on Pro Hangtown trk. All reg. classes. Gate open 6:30 am, race 9. N/I $8, Pro $15. 2438 El Lujo Wy., Rancho Cordova, CA 95670. 916/362-2796.

CMC ROAD RACE
Willow Springs, CA. From L.A., Hwy. 14 to Rosamond, go W on Rosamond Blvd. 5 mi. track is on R. All classes. Entry $10, post $15. 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

D-37 HARE & HOUND
Limed N of 4/Corners on Hwy. 395. Start 9 am. Entry $7. Fin. pins, Rescue 3, 2 x 24 mi. loops. Simi Valley MC Annual H&H. 213/360-5446.

BORRA 300
18 mi. W of Blythe, CA. I-10 & Wiley Well Rd. $100 entry. $15 ins., $10 memb. Blythe Off Road Racing Assn. 65% p.b. 4 x 75 mi. laps easy pitting. 9 am start. Rt. 1, Box 145-K, Blythe, CA. 92225. 714/922-5244.

CMC MARATHON
Sand Hill Ranch. 1 or 2 man 2 hr. 125, 250, Open. Entry $6 mail, $8 post, minis $5. Sand Hill Ranch. Rt. 2, Box 143C. Brentwood, CA. 94513. 415/634-3328.

SRA HARE & HOUND
Limed from Red Mtn. on Trona Rd. 65 mi. 20% brass & fin. pins. Radio & rescue. Beg. Nov. Am. classes. 10 am start. 213/320-1015.

D-37 MOTOCROSS
Valley Cycle Park. Ventura Fwy. to Fillmore Fwy. N to Tierra Rejada Rd. $5 mail, $8 post. Double Crossers MC. 1133 Sierra Ave., Santa Ana, CA 92708.

HILLCLIMB
Saddleback Park-Hill in the Hole. Start 10 am. Entry $5. Saddleback Hillclimbers Assn., PO Box 1402, Costa Mesa, CA 92626. 714/979-9233.

CMC MOTOCROSS
Dunlap Cycle Park. 38 mi. E on Hwy. 180 to Dunlap turnoff. Start 9 am. Entry J/I $6, Ex. $10. 150% p.b. to Ex. Free camping. 209/233-1834.

CMC MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7 am, prac. 7:30, race 9. Entry J/I $7, Pros $12. Mini class u/16. 100% p.b. to Pros. CMC lic. req. 213/332-2193.

P.A.L. CMC MX
Sunnyvale. P.A.L. track, Hwy. 237 to Caribbean Wy. Sunnyvale, CA. Entry $8, Ex. $15. Gate open 6:30 am, prac. 7:30, race 9 am. Post entry only. P.P. class. 408/732-1197, 739-1807.

AMC MOTOCROSS
Saddleback Park, Orange, CA. No [illegible] try. $6/$12 post [illegible] $2 extra [illegible] med. [illegible] same day. 1[illegible] Ex. p.b. Open 7:30 am., prac. 8, race 9:30. 714/532-3923.

100% TROPHY DAY

May 1-4

YOUTH EXPO '75
Riverside Intl. Raceway, Riverside, CA. Stage shows, commerical exhibits, live bands, MX. Jr. Horse show, Rodeo, & Canival. Free camping. Entry fee for MX $6. Gate fee of $1 inc. everything. 714/689-6114.

May 2

D-28 PRO TT
Oregon Sidewinders MC track, E of SE 82nd Drive, on Lawnfield Rd., near Clackamas, OR. $1500 purse. All classes. 503/659-1022, 632-3857. Start 8 pm.

Sat., Sun., May 3-4

CALIFORNIA CITY GRAND PRIX
Memb. not req. send copy of current 1975 class cd. or ride Pie Plate Ex. Dual DRA pts., $2000 cash, 25% Beg. trop., 20% N/A/E trophy. Fin. pins. Course 1/3 desert, 1/3 asphalt, 1/3 trails. Sat., May 3 all Beg., Beg., PP, Minis & 3 wheel-60 mi. Sun., May 4. All NOv., Nov. PP-80 mi. All Am. Ex. 100 mi. 350 rider limit per race. Entry $15. 2 SASE to DRA, Box 2605, California City, CA 93505. 714/373-4647.

SMUGGLER ENDURO
13 mi. N of California City Golf course in Calif. City, CA. Fun & games Sat. 12 noon-3 pm. Over $1,500 in prizes. Sunday start 7:30 am, closest times wins Smuggler Trailer. Entry $7. Under 14 $5 (post entry). Family enduro. 10624 Midway, Cerritos, CA 90701. 213/924-2389.

Saturday, May 3

B MX
Riverside Int'l. Rcwy. Youth Expo. 6 mi. E of Riverside on Hwy. 60. All classes. Pee Wee to Ex. $1 gate, $1 race. Free overnite camping. Live bands, carnival, Jr. Rodeo, entertainment. 714/689-6114.

POLICE & FIRE CHAMPIONSHIP MX
Valley Cycle Park, Fillmore Fwy. (Hwy. 23) at Tierra Rejada Rd. exit Police & Fireman only. Start 8:30 am. Entry $6. Badgers MC. 213/485-4091.

S.A.M. HSMX
Indian Dunes, Valencia, CA. N on Hwy 405 to Hwy 126, E on 126 one mi. mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859, 321-8863.

D-28 SCRAMBLES
Oregon Sidewinders MC track, E of SE 82nd Dr., on Lawnfield Rd., near Clackamas, OR. All classes. Pit gate closes 6:45 pm. 503/659-1022. 632-3857

Sunday, May 4

MOTOCROSS
Deschutes Cycle Park. Hwy. 97, 7 mi. N of Bend, Ore. Prac 9-10 am, race 10 30. Entry $7 Ex., $5 others. 100% p.b. 503/382-0061.

NRA MX
Valley Cycle Park, CA. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. All classes Beg. thru Ex. 30% trophies same day. 714/689-6114.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

AFM (NORTH) ROAD RACE
Sears Point Rwy., Sonoma, CA. Hwys 37 & 121. All classes, Prod., GP, Sidecar, Cafe. AFM, P.O. Box 705, Brisbane, CA. 94005. 415/547-2947.

DIRT DIGGERS MC 2nd ANNUAL DINOSAUR
Perris Raceway, Perris, CA. From L.A. Hwy 60 E to Hwy 395, S to Perris offramp. From Perris W on Hwy 74. 4 strokes only. 350cc or more with valves, no reeds. Entry $6 mail or post. Start pos. pref. to mail entry. Sign in 7 am, prac. 8, race 9. 100% trophies. No district points, no membership req. 2 S.A.S.E. to Dinosaur TT, Bay Area Bultaco, 1352 Centinela Ave., W. L.A., CA 90025. (213) 826-7856.

CALENDAR

NORTH VS SOUTH AME MX
Spillway Park, Santa Maria, CA. 101 to Santa Maria River Bed. Entry $8, Ex. $20. $1000 cash purse to Experts. Start 9 am. $3000 rider med. cov. 30% trophies same day. No pre entry. 3292 Frendale Dr., Santa Maria, CA. 213/881-5778, 805/937-4043.

URA LAME PUPPY ENDURO
Charley's Place, Trona Rd. Family enduro run. Start 8:01 am. 3-loops, slow speeds, easy terrain. Mail entry 1-loop $7, all others $8.50. Post entry 1-loop $8, all others $10. 2 & 3 man teams add $1 per rider. Mail 2 SASE per entry to URA 6600 Gerald Ave., Van Nuys, CA. 91406. 213/787-5208, 988-2967.

GREENWOOD SPRINGS TRIALS
Greenwood, CA. Sign up 8 am, ride 10. Entry $3 memb. + $1.50 land use fee. Non-memb. $4 * $1.50 Land use fee. E/A/N A & B classes. 916/331-5063.

D-26 H&H
West Wendover, NV. SRA&AMA sanc. All classes 25% trophies, money pool Ex., $1000 guar. purse. Start 12 noon Entry $5. Free goodies, short mini race. Box 237, W. Wendover, NV. 702/668-22880.

D-36 INDOOR SHORT TRACK
Reno-Oark-Sports Arena. 16 mi. N of Reno on 395, turn at Reno Park, sign & follow black top. Sign up 8 am, race 12:30 pm. Entry $4. 702/972-8376.

CRC MX
Rawhide Park, Hwy. 74 E. of Elsinore, CA. 3 motos, Pro cash, 30% brass, all classes. Open 7 am, prac. 8, race 9:30. 213/830-7519.

CMC SEMI PRO MX
Sand Hill Ranch. Hwy. 580 to Vasco Rd., N 16 mi. to stop sign, trn. R, 1 blk. to track on R. Gate open 7 am, sign up 7:30-8:30, race 9. Entry $8, Ex. $15. 100% p.b. to Ex., 30% trop. Spotsmn. 415/634-3328.

CMC MOTOCROSS
Corning Ranch MX Track. N of Sacto on Int. 5. Take Corning off-ramp 5 mi. W. Sign up 8 am, prac. 9-10, race 11 am. Entry $6, watch $2. 916/365-8223.

May 9

"ON ANY SUNDAY"
Bruce Brown's M/C classic. Marston Jr. High Aud., 3799 Clairemont Dr., San Diego, CA. 7:30 & 9:30 pm. Entry $2.50. 714/488-1204.

D-28 PRO TT
Oregon Sidewinders MC track, E of SE 82nd Drive, on Lawnfield Rd., near Clackamas, OR. $1500 purse. All classes. 503/659-1022, 632-3857. Start 8 pm.

D-36 SEMI PRO SHORT TRACK
Dixon Fairgrounds, Dixon, CA. Pit gate open 5:30 pm-6:30 pm., prac. 6:30-7:30, race 8 pm. Entry $3.50 to ride or pit. Ex. pay $2 more at signup. Ride 2 class only. 707/763-3468.

May 10-11

WORLD CHAMPIONSHIP HILLCLIMB
De Anza Cycle Park, Sunnymead, CA. Presented by James Mock, Inc. Mail entries only by Apr. 20. $5000 purse. Class A&B bikes welcome. Sat. Stk. class only. $7 entry, all classes Mini-Open. Sun. three exhibition classes. $15 mail entry, $30 post. Sun. moneyday. Mail entry to De Anza Cycle Park, PO Box 973, Sunnymead, CA 92388. 714/653-5840, 653-2633.

D-36 VIRGINIA CITY GRAND PRIX
Virginia City, NV. Entry open Apr. 1 to May 1. Entry $15 pre, post $100, no refunds. Western States R.A., Box 7244, Reno, NV. 89502. 702/972-1853, 358-2706.

May 10

D-28 SCRAMBLES
Oregon Sidewinders MC track, E of SE 82nd Dr., on Lawnfield Rd., near Clackamas, OR. All classes. Pit gate closes 6:45 pm. 503/659-1022, 632-3857.

"ON ANY SUNDAY"
Bruce Brown's M/C classic. Hoover High Aud., 4474 El Cajon Blvd., San Diego, CA. 8:30 pm. Entry $2.50. 714/488-1204.

Sunday, May 11

D-35 DBL PT SHORT TRACK
Mariposa Co. Fairgrounds, 2 mi. E of Mariposa, CA. Classes 0-360cc. Class C traction. Sign up 8-10 am, prac. 9-10:30, race noon. $4 ride, $2 watch, $2 second bike. Inc. ins. 209/722-2054, 723-4403.

CRC MX
De Anza Park, Sunnymead, CA. Hwy 60 E. of Riverside, Theodore exit. 3 mots, 30% barss same day, cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

NRA MX
Rawhide Park, Hwy 74 E of Elsinore, CA. 30% brass same day, cash to Pros. 3 motos, all classes. Open 7 am, race 9:30. 714/689-6114 days.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

"ON ANY SUNDAY"
Bruce Brown's M/C classic. Grossmont High Gym, 1100 Murray Dr., San Diego, CA. 8 pm. Entry $2.50. 714/488-1204.

SEMI PRO SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Gate open 7 am, sign up 7:30-8:30, prac. 8-9. Race 9:30. No cd. req. 415/634-3328.

SEMI PRO SHORT TRACK
Sand Hill Ranch, Brentwood, CA. Entry $10 Ex., all others $5. 100% p.b. to Ex. 30% trop. all others. Gate open 7 am, race 9:30. Sil. req. 415/634-3328.

D-37 HARE & HOUND
Freemount Valley. Limed from Hwy. 14 & "Y" Cafe & 395 & Ransburg. Benefit race for Marvin LeBlanc. No trop. Trop. money goes to Marvin's wife. Start 10 am, entry $7. 213/830-5318.

CMC ROAD RACE
Orange Cty. Intl. Raceway. Santa Ana Fwy. to Sand Cyn. Gate open 7 am, prac. 9, race 12. Pre entry $10, post $15. Races for all classes. 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

May 16

D-28 PRO TT
Oregon Sidewinders MC track, E of SE 82nd Drive, on Lawnfield Rd., near Clackamas, OR. $1500 purse. All classes. 503/659-1022, 632-3857. Start 8 pm.

May 17

D-28 SCRAMBLES
Oregon Sidewinders MC track, E of SE 82nd Dr., on Lawnfield Rd., near Clackamas, OR. All classes. Pit gate closes 6:45 pm. 503/659-1022, 632-3857.

SEMI-PRO SCRAMBLES
Salinas Airport, Hwy. 1 & Airport Blvd. D-36 rules. Sign up 8 am, prac. 10, race 12 noon. $3 watch/ride, $5 Ex. 100% p.b., $1 children. Mini bike prog. 408/899-2401, 394-6276.

NRA MX
Valley Cycle Park, off Hwy. 23 S of Moorpark, CA. 3 motos, 30% brass same day, cash to Pros. All classes. Open 7 am, race 9:30. 714/689-6114 days.

Sunday, May 18

GRANNY RUN IV
Stoddard Valley, CA. IS-15, 5 mi. S of Barstow, Sidewinder off-ramp. Start 7 am. Entry mail $7 1-loop, $8.25 2-loops. Post $8, $9.25. Two SASE to PVDR, PO Box 282, Montclair, CA 91763. 2-loops, 65 mi. C-Women, CU/16, first loop only. 2&3 man teams add $1 per rider. 20% trophies, fin. pins. 714/626-76996.

D-26 CHERRY CREEK HARE & HOUND
55 mi. SW of Eureka, Utah. Limed & signed from Jerico Jct. turn-off Rt. US 50 btwn. Delta & Eureka. Entry $11, Post $16. 3 loops approx. 110 mi. AMA comp. cd. req. SLMC, PO Box 1711, Salt Lake City, Utah for entry blank. Mail entry must be postmarked by May 6th. 801/359-0052.

AMA NATIONAL CHAMPIONSHIP
Santa Clara Fairgrounds, San Jose, CA. 25 lap final & qualifying. $19,150 posted awards, inc. $16,000 purse Expert only. $75,000 Camel Pro Series.

MOTOCROSS
Deschutes Cycle Park. Hwy. 97, 7 mi. N of Bend, Ore. Prac. 9-10 am, race 10:30. Entry $7 Ex., $5 others. 100% p.b. 503/382-0061.

CRC MX
Indian Dunes, Valencia, CA. Hwy. 126. 3 motos, 30% brass same day, cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 rider med. cov. PO Box 1402, Costa Mesa, CA 92626.

SHORT TRACK
Triangle Speedway, Hermiston, Ore. S.W. of Hermiston 1½ mi. on Westland Rd. Prac. 12 noon, race 1 pm. Entry $3.50. 30% p.b. in brass or cash. Blue Mtn. MC. 503/567-5744, 567-8919.

CMC SEMI PRO MX
Sand Hill Rnach, Brentwood, CA. Entry $15 Ex., $8 all others. Gate open 7 am, sign up 7:30-8:30, race 9. 100% p.b. to Ex. 30% trop. all others. Sil. req. All classes + minis. 415/634-3328.

BLACKFOOT 100 MI DESERT CLASSIC
Atomic City, Idaho. 30 mi. W of Blackfoot, ID on Hwy. 26-follow signs. Start 9 am, entry $7.50 w/T-shirt. EIMA, Rt. 1, Box 0, Blackfoot, ID 83221. 208/684-3984.

May 23-24

RUSS DARNELL MX SCHOOL
Billings, Montana. 2 day school. Russ Darnell instructing. Limited entry. Start 9 am to 3:30 pm. Entry $25. 213/367-1722.

May 23

D-28 PRO TT
Oregon Sidewinders MC track, E of SE 82nd Drive, on Lawnfield Rd., near Clackamas, OR. $1500 purse. All classes. 503/659-1022, 632-3857. Start 8 pm.

May 24-26

US MOTORCYCLE JAMBOREE
County Fairgrounds, Tulare, CA. Commercial exhibits, safe riding seminar, dirt track races, field events, trophies, games. Antique MC ride, dances, Grand Parade. Gate chg. $5 adults, $2.50 under 16. All proceeds donated to charity. SCMA PO Box 271, Menlo Park, CA 94025.

May 24-25

SEAT OF THE PANTS ENDURO
Team-has-been challenges hot-dog timekeepers to ride Greenhorn like some of its past winners: without clock or speedo! Extra $5 per team rider goes into pot for winners. Bill Ocheltree, 15024 Leadwell St., Van Nuys, CA 91405. 213/785-8922. Closes May 8. limit 12 teams.

TEXAS HILL COUNTRY TOUR
Marble Falls, Texas. Registration deadline May 12. Tour cost $15 per person, includes everything. Austin Road Riders Assn. PO Box 1041, Austin, Texas 78767. 512/442-1008, 475-2551.

CRE MARATHON & MX
Santa Barbara Cyn., take Hwy. 1 N to S.B. Ave. E then 15 mi. to lime marks then follow them. Race 10 am. Entry $2.50. Free pit tootsies, $1 spec. 24515 E. Santa Barbara Ave. 805/328-5300.

GREENHORN ENDURO
29th Annual, 500 mi. Start Sat. finish Sun. in Cajon area, overnight at Wagon Wheel. Lim. entry, now open, close May 10. $15 both days, $10 Sun. only, $1 ex. per team memb. 2 SASE & std. form to Leonard Reynolds, 9645 Ardendair, Arcadia, CA. 91006. A,B,C riders go all way. All bikes street legal. Dwg. May 12, PMC Clubhouse, 21 E. Howard St. 213/447-6293, 445-3554.

Saturday, May 24

NATA TRIALS
Four Corners Cycle Park, Barona, CA. 30 mi. N/E of San Diego. 2 x 15 mi. loops with 20 sections each loop. Check in & tech. insp. 9 am. First rider on course 10 am. Boyd Bernard, 7627 Alcove Ave., North Hollywood, CA. 91605.

ALL HIGH SCHOOL MX
Portland International Raceway, Portland, Ore. Gate open 4 pm. Sign up vy 6:15, pre-race ceremonies 6:30, race 7. 503/285-7060.

May 25-26

CMC MOTOCROSS
Dunlap Cycle Park. 38 mi. E of Fresno on Hwy 180 to Dunlap turnoff. Entry J/I $6 each day, $10 Ex. 150% p.b. to Ex. Free camping. Each day run separately with 3 huge overall winner trop. Sun. nite—movies & sphagetti feed. 9 am start. 209/233-1834.

Sunday, May 25

NRA MX
Rawhide Park, Hwy 74 E of Elsinore, CA. 30% brass same day, cash to Pros. 3 motos, all classes. Open 7 am, race 9:30. 714/689-6114 days.

MOTOCROSS
Bishop, CA. W at signal to Riata Rd., turn L to course. Sign up 7 am, race 9. Entry $5. All classes. Bishop MC, PO Box 1093, Bishop. 714/873-3154.

AFM (NORTH) ROAD RACE
Sears Point Rwy., Sonoma, CA. Hwys 37 & 121. All classes, Prod., GP, Sidecar, Cafe. AFM, PO Box 705, Brisband, CA 94005. 415/547-2947.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, CA 92626.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. PO Box 2155, Orange, CA 92669.

D-36 ROUGH SCRAMBLES
Pioneer Arena. S on Pioneer Ave. btwn. Oakdale & Escalon off Hwy. 120. Sign up 7:30-10:30, prac. 9-11, race 12. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% p.b. + $25 add. in each Ex. class. All classes + minis. 209/869-1457.

D-37 HARE & HOUND
E on Old Woman Springs Rd. from Lucerne to Soggy Dry Lake. 2x40 mi. loops. Entry $7. Start 9 am. Champ Tug-O-War Sat. nite. 8 man team-1-six pk. beer per tm. entry. Winner takes all (beer). Stumpjumpers MC. 714/525-1082.

MARATHON
Sand Hill Ranch, Brentwood, CA. 2 hr., 1 or 2 man teams, 1 mach. Entry: Minis $5, all others $6 mail, $8 post. Gate open 7:30, 125cc-9 am, mini-11:30, 250cc-1:00 pm, Open-3 pm. Sil. req. Rt. 2, Box 143C, Brentwood, CA 94513. 415/634-3328.

AMA NAT'L CHAMP MX
Castle Point Motor Sport Pk., Newcastle, Ken. Off I-71, btwn. Louisville & Cincinnati. $8,000 purse. 250cc Nat'l with 500cc Support class. Advance adult tickets $5, $6 at gate. 502/451-4365.

D-36 SEMI PRO HM
Happy Valley Rcy., Redding, CA. All classes, spec. 750cc (J/E only). Gate open 8 am, race noon. Pre entry $4, post $5. Aragon M/C, PO Box 1311, Novato, CA 94947. 415/892-5350.

CRC MX
Valley Cycle Park, off Hwy. 23 S of Moorpark, CA. 3 motos, 30% brass same day. Cash to Pros. All classes. Open 7 am, race 9:30. 213/830-7519.

Mon., May 26

D-36 SEMI PRO HALF MILE
Happy Valley Rcy., Redding, CA. All classes, spec. 750cc (J/E only). Gate open 8 am, race noon. Pre entry $4, post $5. Aragon M/C, PO Box 1311, Novato, CA 94947. 415/892-5350.

4th ANNUAL FLORENCE GP
Florence, Kansas. 100 mi. 10-mi. loops. thru the town. Riders meeting 11 am, race 1 pm. Mail entry $10, post $15. Flint Hills Bent Rims, RR Box 49, Cedar Point, KS 66843. 316/274-3318, 274-3732.

AMA PRO H-MILE
Albany Cty. Frgnds., Laramie, Wyo. S of Laramie on Hwy. 287. N/J. Sptsmn. races following Pro events. Sign up 10 am, race 1 pm. Entry $6. 1610 Barratt, Laramie, Wyo. 82070. Laramie Dirt Riders. 307/745-5111, 745-4209.

May 30-31

RUSS DARNELL MX SCHOOL
Las Vegas, Nevada. 2 day school. Russ Darnell instructing. Limited entry. Start 9 am to 3:30 pm. Entry $25. 213/367-1722.

May 30

AMA PACIFIC COAST REGIONAL CHAMPIONSHIP TT
Oregon Sidewinders MC track, E of SE 82nd Dr. on Lawnfield Rd., near Clackamas, OR. $3000 purse. Start 8 pm. 503/659-1022, 632-3857.

May 31-June 1

D-37 VIEWFINDERS GRAND PRIX
Indian Dunes, CA. Entries open April 10. Close May 19. (0-250 Sat.). Open/Sidehacks, PP, Oldtimers Sun. 2 hr. races. 6 mi. course. Cash purse to Ex. Entry $11. $25 post. 714/673-5875.

May 31

D-28 SCRAMBLES
Oregon Sidewinders MC track, E of SE 82nd Dr., on Lawnfield Rd., near Clackamas, OR. All classes. Pit gate closes 6:45 pm. 503/659-1022, 632-3857.

D-36 TT BENEFIT SCRAMBLES
9th Annual Archie Clark M.O.R.E. Benefit. Lodi Cycle Bowl, 5801 Morse, Lodi, CA. Sign up 4-7 pm, prac. 5-7, race 7:30. Prizes & drawings. All classes. Entry $3.50 inc. ins. $1.50 2nd bike. All proceeds to M.O.R.E. 209/368-7182, 931-2722.

June 1

D-36 MOTOCROSS
Carson City, NV. 3rd year T CAR MX. Overnite camping free. Entry $7.50, $2.50 watch. All classes. Sign in 7-9 am, prac. 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030, 323-4589..

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 rider med. cov. PO Box 1402, Costa Mesa, CA 92626.

75 MI DESERT RACE
Wickenburg, AZ. Entry opens Apr. 20 by mail. ADRA sanc. Memb. req. ($10). 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

AMA PRO HALF MILE
Calistoga Speedway, Calistoga, CA. $1600 purse. Gate open 8 am, prac. 10, race 1:30. 18 mi. E of Santa Rosa. Aragon 415/892-5350.

Sunday, June 8

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

13th ANNUAL CHICKEN ENDURO
Milt Allens MC Park, Oakhurst, CA. From Fresno, 46 mi. on Hwy. 41 to Oakhurst, Park is 3 mi. past Oakhurst. Entry $8 pre, $10 post. Start 9:01 am. Entries open Mar. 10, close at 500 riders. 90 mi. course. $3 extra 3-man team. Pathfinders MC, 4590 N. Angus, Fresno, CA 93726. 209/227-0353.

June 12-13-14

S.C.O.R.E. BAJA 500
Ensenada, Mexico. Drawing Apr. 5th-Boys Club of Santa Paula, 1400 E. Harvard, Santa Paula, CA. Entry $375 all classes + $12.50 per person ins., & $15 State fee. $100 deposit by 3 pm Sat. Apr. 5. Mail all entries to S.C.O.R.E. Hdqt. Do not mail entries to Santa Paula. S.C.O.R.E., 2701 E. Anaheim St., Wilmington, CA 90744. 213/437-0466.

June 15

D-36 MOTOCROSS
Carson City, NV. 3rd year T CAR MX. Overnite camping free. Entry $7.50, $2.50 watch. All classes. Sign in 7-9 am, prac. 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030, 323-4589..

AFM (NORTH) ROAD RACE
Sears Point Rwy., Sonoma, CA. Hwys 37 & 121. All classes, Prod., GP, Sidecar, Cafe. AFM, P.O. Box 705, Brisbane, CA. 94005. 415/547-2947.

FATHER'S DAY FAMILY ENDURO
Limed from Lucerne to Soggy Dry Lake area. Mail entry open Apr. 14, close June 6. 2-loops, approx. 70 mi. total. Entry $8 mail, $9 post (3 man team add $1 ea.). 20% trop. all classes. 100% trop. all mini & PP. Fin. pins, FREE hot hats. 2 SASE to Jim Payton, 3598 Center Ave., Norco, CA 91760. 714/737-5597, 737-4337.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Basic tech. of trials riding up to more advanced styles. Sign up 9 am, school 10, competition 12. Sign up at 11:30 & ride trials only. $5 for club memb., $7 non-memb. Free schools for memb., $2 non-memb. PO Box 2155, Orange, CA 92669.

BIGGIES & SCHEDS

U.S. National MX Championship series

125cc

June 29
Polka Dots MC Clbgrnds.
Midland, MI
250cc Support Class

July 13
KOIL Classic
Omaha, NV
Run with 250cc Inter-AMA

July 27
Delta Motorsport Park
Delta, OH
Run with 250cc Inter-AMA

August 3
Appalachia Lake Park
Bruceton Mills. WV
Run with 250cc Inter-AMA

August 24
Shreveport MX Farm
Shreveport, LA
Run with 500cc National

September 7
Cycle Rama
San Antonio, TX
250cc Support Class

250cc

March 23
Road Atlanta
Gainesville, GA
500cc Support Class

April 6
Hangtown Classic
Plymouth, CA
Run with 125cc National

May 4
Appalachia Lake Park
Bruceton Mills, WV
125cc Support Class

May 25
Castle Point MX Park
New Castle, KY
500cc Support Class

June 1
Rick Case Cycle Park
New Philadelphia, OH
500cc Support Class

June 15
Lake Whitney Cycle Ranch
Lake Whitney, TX
500cc Support Class

500cc

June 8
Baldwin MX Park
Baldwin, KS
250cc Support Class

August 10
Moto-Masters Park
Mexico, NY
250cc Support Class

August 17
Lake Sugar Tree MX Rcy
Axton, VA
250cc Support Class

August 24
Ohio Internat'l Rcy
Ravenna, OH
250cc Support Class

September 1
Motocross West
New Orleans, LA
Run with 125cc National

Superbowl of MX

July 19 (Night)
Los Angeles Coliseum
Los Angeles, CA
250cc Internationa/
500cc Support Class

WHEN IN DOUBT GASSIT!

Official AMA Grand National Championship & Camel Pro Series Schedule

Date	Location	Race Type	Purse
May 18	Santa Clara Fairgrounds San Jose, Calif.	Mile	$16,000
Jun. 1	Road Atlanta Gainesville, Geor.	RR	$27,000
Jun. 7	Louisville Downs Louisville, Ken.	H-M	$16,000
Jun. 14	Delaware St. Fairgrounds Harrington, Del.	H-M	$14,000
Jun. 22	Ohio St. Fairgrounds Columbus, Ohio	H-M	$16,000
Jul. 12	Mt. St. Helens MC Grnds. Castle Rock, Wash.	TT	$15,000
Jul. 26	Ascot Park Gardena, Calif.	TT	$14,000
Aug. 3	Laguna Seca Raceway Monterey, Calif.	RR	$27,000
Aug. 10	Peoria MC Grounds Peoria, Ill.	TT	$15,000
Aug. 15	Santa Fe Park Chicago, Ill.	S-T	$14,000
Aug. 17	Vigo Cty. Fairgrounds Terre Haute, Ind.	H-M	$14,000
Aug. 23	Indiana St. Fairgrounds Indianapolis, Ind.	Mile	$16,000
Sep. 7	New York Fairgrounds Syracuse, New York	Mile	$16,000
Sep. 13	Toledo Raceway Toledo, Ohio	H-M	$14,000
Sep. 21	Santa Clara Fairgrounds San Jose, Calif.	Mile	$16,000
Sep. 27	Ascot Park Gardena, Calif.	H-M	$14,000
Oct. 5	Ontario Motor Speedway Ontario, Calif.	RR	$40,000

CMC
Road Racing returns to Willow Springs
April 27
Classes for GP, Production, Fourstroke GP, Cafe. New 750 class production. Gates open 7 am, Practice 9 am, Race 12 noon.

Money Races
Which ones will they be?
Drawing at riders' meeting.
Spectators welcome.
race with the best
213-842-7433

Moreno Valley M.C. presents
MOTOCROSS
Apr. 27 DeAnza Park
$600.00
guaranteed purse to Experts
2 foot Trophies to 1st place winners in all other classes.
Gate: $3, Entry: $10 Experts, $7 all other classes
Sign-In: 7 a.m., Race: 9
FREE overnight camping!
15 miles East of Riverside on Hwy 60. Take Theodore offramp & follow signs.
Info: 714-653-2633 or 735-1301

WORLD CHAMPIONSHIP HILL CLIMB
MAY 10th & 11th — $5000 PURSE
Tickets Now on Sale — Sat., $2.00 — Sun., $3.00
De ANZA CYCLE PARK FOR INFO CALL (714) 653-5840 or 653-2633

SRA April 27
(3rd annual)
"World's Smallest" Hare & Hound
Same day trophies
65 miles. Limed north of Red Mountain on Trona Rd. 10:00 am start. Radio — Rescue — Ambulance — Caterer. Super Finish Pins.
213-320-1015

District 37
Motocross
Valley Cycle Park
by the Double Crossers M.C.
April 27
info: 714-557-0754

High School Qualifiers
Every other Saturday (1st and 3rd Sat.)
Carlsbad Raceway
Carlsbad, Calif.
714-744-2161
714-429-3492

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5 on Highway 126 at Castaic
(805) 259-8000

A.M.E.
AME Race Schedule
Membership required.
$5,000 medical insurance
1st & 3rd Sunday-DeAnza Park
2nd Sunday-Indian Dunes
Friday night racing at Indian Dunes starts March 7th
info: 213-881-5778

go taster

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Bizzorro says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

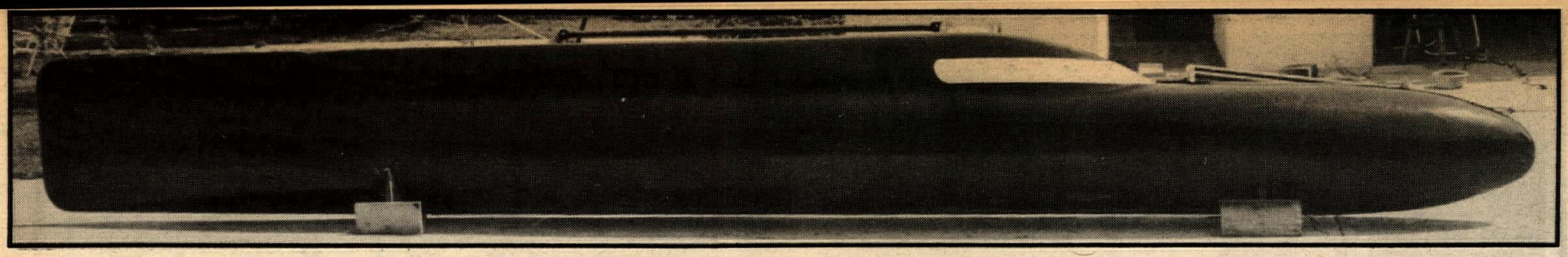
Location _____

Mailing address _____

How to get there _____

Additional information _____

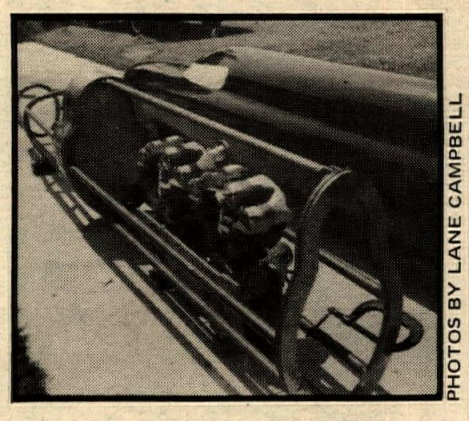
Your name _____ Number to call for info *(with area code)* _____



Pair of deuces with a long tail

By Lane Campbell

Last summer, the newest member of the Bonneville 200 mph club, Dave Campos, cracked the barrier not once, but twice, setting a pair of records in the process (CN Sept. 24, 1974). The partial streamliner he rode had two unblown Harley 74 V-twin engines and looked like what George Barris might have done to a cafe racer. The owner/builder of the double Harley, Bob George of Hawthorne, California, became so enthused with the power potential he was holding, he began to think "why not go all the way?"



PHOTOS BY LANE CAMPBELL

All the way to a Bonneville biker means the absolute Land Speed Record for two-wheeled vehicles which Don Vesco came within a technicality of setting last season. The long-tailed layback full streamliner which Bob Greene is building (literally) in his backyard is intended as a full assault on that record (which still stands at 265.492 mph, held by the late Cal Rayborn). Since Bob's partial streamliner, none too "clean" a shape at best, set a 231.597 mph record on fuel, Bob feels the full 'liner, with just a bit more power, has a shot at it.

Power will come from a pair of watercooled Harley "74" engines (using water jackets which Bob, a patternmaker by trade, designed himself), using the latest design S & S fuel carburetors. S & S, which is picking up partial sponsorship on the project, will build four complete engines so Bob will have a spare set ready when he hits the salt this summer.

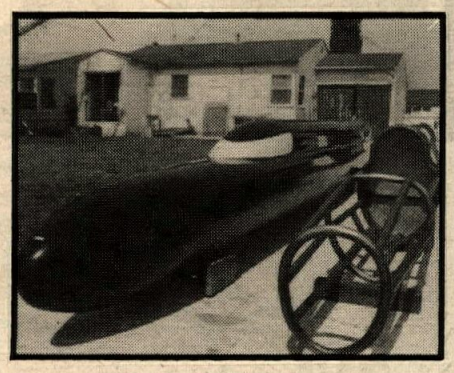
Above: What you're seeing is a "plug" – a full-scale master body mold for Bob George's streamliner, and where it was built. Bob retains the full-taper tail, rejecting "Kamm Theory" cutoff, in hopes of avoiding stability problems. Rear of tail will jettison to slow down, pulling out the first drag chute as it goes.

Left: Partially-completed frame with "mockup" engines in place to get final dimensions of engine mount plates. There's room in the engine bay for blowers – later, if unblown engines don't make the necessary horsepower this year.

Right: Last of the all-out Backyard Specials?

"Performance Machine is kicking in a lot of time on this," Bob told us, "and there's at least six guys who've been coming over to volunteer their time. I can't begin to count the hours we've got in so far."

"We've got the main chassis structure done and are about finished with the center-hub steering. The fiberglass plug (master mold) you saw is done and ready to start casting the body molds. Looks like we'll have it ready in August . . . I hope we get to go to El Mirage and test – get all that falling over sideways done with there and actually do something during the Speed Week . . . "



Dave Campos will again do the driving, and will use the shakedowns to get used to a "laydown" ride.

Asked about Harley factory help, Bob said "Nope. Not yet, maybe late in the game. Frankly I didn't know how many contingencies were available until I talked to Dennis Manning (of the Norton effort) about it."

Looking at the flawless surface of the body master, feeling its silky smoothness with the fingertips and listening to Bob George's straight no-nonsence mechanical approach, we sense that if the effort falls short, it won't be for lack of workmanship or dedication, either one. ●

Yamaha MX400

(Continued from page 25)

does happen the first sign of it is a problem down shifting.

The other problem was with the premix oil. The owner's manual recommends a 20:1 Castrol blend with premium gas. While we were checking out the shift screw problem Kasson pulled the head and found excessive carbon buildup that would have resulted in stuck rings before too long. This was with less than three hours on the engine. Riders unfamiliar with Castrol told us we were running it too rich and that they had run up to a 32:1 mix without any ill effects. A call to Yamaha International brought a recommendation from the racing department to run Pennzoil 24:1 and if that wasn't available to run Torco 50 at the same ratio. For some reason no one said to use Yamalube.

Other than the shift screw hassle the gear box performed flawlessly with light switch quick shifts either up or down the excellently spaced ratios. The engine/gear box unit coupled with the smoothness of the carb/reed valve set up is the main attraction of the MX 400 despite its advanced suspension design. In the end result the Monoshock is probably as effective as the new cantilever systems from Europe with the disadvantage of having excess weight high in the frame. What makes the monoshock system important is its almost indestructability, the variations possible for the individual rider, and being a new application of a design that dates back to the Vincent.

Bits and pieces

Dropping the front forks down in the yokes to YZ specs resulted in a slight improvement in straight line stability but caused the front end to flex more while cornering. The stock position, marked with a cut on each fork leg, works out the best for all around use . . . DID rims were up to their usual excellence and we experienced none of the softness others have noticed of late in material . . . the radial head and cylinder are black with buffed edges and looks great . . . same for the black engine cases . . . if you run in muddy weather, remove the countershaft cover as it gets clogged up immediately . . . cases are magnesium like the YZ . . . white paint job looks good at first, but is easily stained by pre-mix splash . . . tank cap and filler is too small and hard to fill . . . tank design is best described as a fat YZ and kept riders' legs wide enough to almost clear the bulbous pipe that arches up, over and around the cylinder head . . . seat is about one to two inches smaller overall than the YZ, and the padding feels harder . . . front and rear fenders are plastic and survived repeated soil sampling . . . small silencer does a commendable job of quieting ring ding sting . . . the expansion chamber is much better mounted than the YZ unit with two springs, one spring loaded nut/bolt, two rubber vibration dampers, one spring to the frame, two bolted brackets and a host clamp on the silencer . . . still not a bad idea to check tightness of rubber hose connecting air box and carb . . . black contact paper on number plates went south in a hurry . . . bars are too wide for most people but are of satisfactory bend . . . usual YZ kill button, alloy levers with dust covers and quarter turn throttle . . . grips were of correct design but of the wrong material . . . rear chain adjusters should be changed for sturdier steel enduro models . . . a very handy side stand is standard equipment . . . dished out bolts and other weight saving measures abound on the bike . . . two bolts hold the seat in place and one bolt and two rubber grommets hold the tank securely . . . front forks provided plenty of cush, but some riders have added Terry kits to theirs and claim better performance.

Totaled up, the MX 400 is one hell of a motorcycle and the strongest competitor for the YZ dollar. If you are really into the YZ mystique you can always buy the yellow tank, fenders and thicker seat and really blow some minds. ●

Specifications

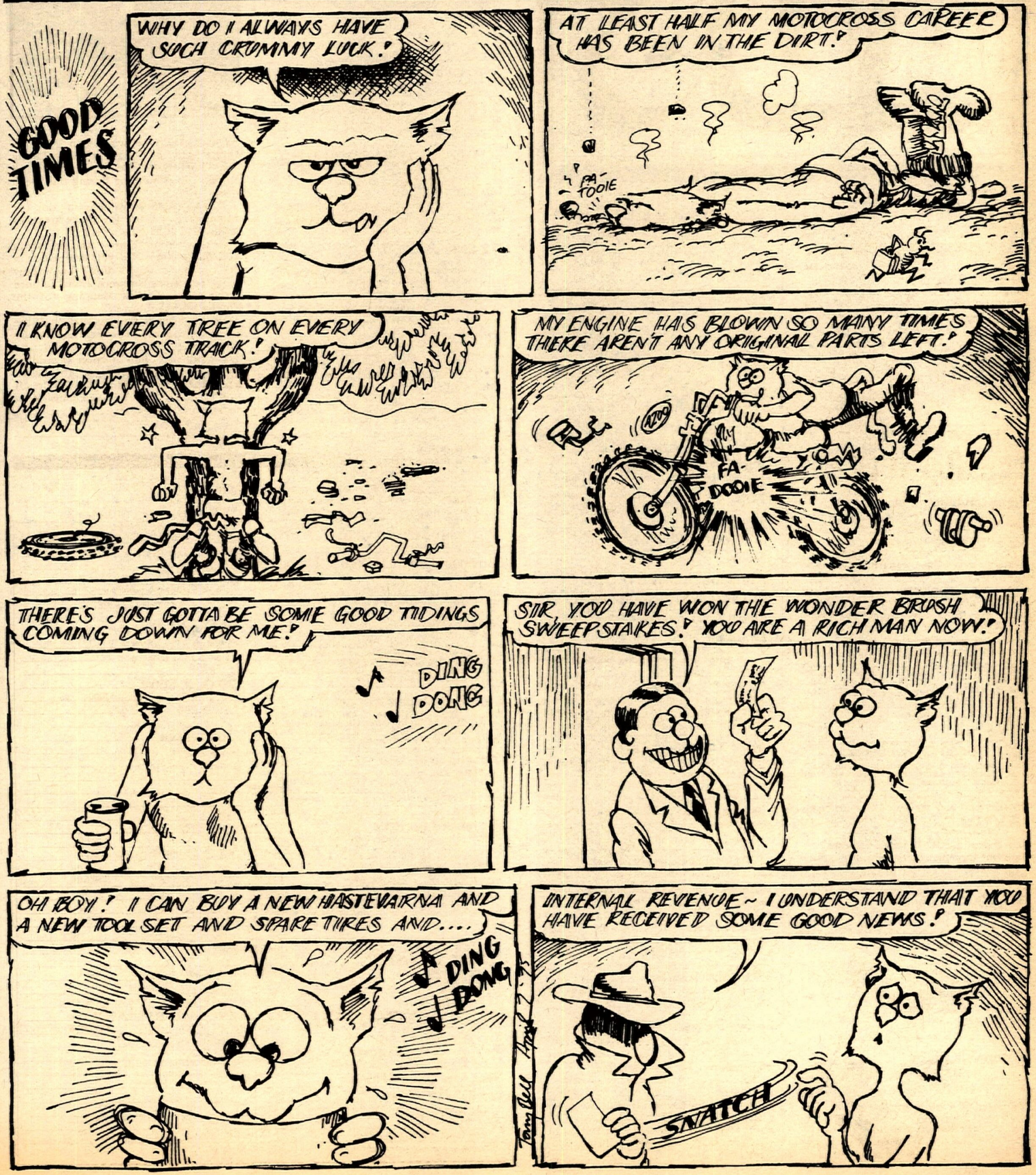
N/A=Info not available Ø=Does not apply to this model
*=Available from Yamaha Parts Distributors, Inc.

MODEL – IBM I.D. NUMBER	MX400B	510	
Starting Engine and Frame Number	510-000101		
Basic Color (fuel tank)	White/Competition Yellow		
Net Weight	228 lbs.		
ENGINE (type, induction system)	2-stroke, Reed Valve, Single, Air-cooled		
Bore x Stroke x Cylinder Displacement	85 x 70mm x 1	397cc (24.22 CID)	
Compression Ratio	7.57:1		
Piston Skirt Clearance (new/max.)	.055 ~ .060mm (.0022 ~ .0024")/0.1mm (.004")		
Ring End Gap (top/2nd/3rd)	0.4 ~ 0.5mm (.016 ~ .020")/Same/ϕ		
Ring Groove Clearance (top/2nd/3rd)	.05 ~ .09mm (.002 ~ .004")/Same/ϕ		
Valve Clearance (eng. cold) Intake/Exhaust	ϕ		
AUTOLUBE – Minimum Pump Stroke/Color Code	ϕ (Engine lubed by 20:1 Premix)		
CARBURETOR (mfr) (type) (I.D. number)	Mikuni	VM38SS	51000
Main Jet	No. 350		
Needle Jet	P-4		
Jet Needle/Clip Position	6F16-4		
Cut Away	3.0		
Pilot Jet	No. 60		
Air Jet	N/A		
Starter Jet	No. 80		
Air Screw (turns out)	1.0		
Float Level	18.0 ± 1.0mm		
Air Filter (type x quantity)	Wet Foam Rubber x 2		
DRIVE – Primary (type) (teeth) (ratio)	Helical Gear	64/24	2.667
Secondary (type) (teeth) (ratio)	DK520T, 105L	50/14	3.571
Transmission Ratios 1st (teeth) (ratio) (O.A.)	36/16	2.250	21.429
2nd	32/19	1.684	16.040
3rd	29/23	1.260	12.008
4th	26/26	1.000	9.524
5th	23/29	0.793	7.553
6th	ϕ		
CAPACITIES – Transmission	1,000cc (33.8 oz.) SAE10W30 Oil (Yamalube 4-cycle)		
Oil Tank or Engine Sump	ϕ		
Fuel Tank	2.1 gals. Premium (Premix 20:1)		
Front Forks	190.5cc (6.4 oz.) 20 wt. Fork Fluid*		
Rear Shocks	(MONOCROSS) 275cc (9.3 oz.) 7.5 wt. Shock Fluid*		
Tires (size/nominal pressure)	Front: 3.00-21/13psi	Rear: 4.60-18/15psi	
ELECTRICAL – Charging System (mfr) (type)	Mitsubishi	CDI Magneto	FOT02175
No Load Voltage Adj. (AC & DC generators)	ϕ		
Max. Generator (Magneto) Output	ϕ		
Field Coil (and/or) Charging Coil Resistance	ϕ		
Battery (mfr) (model) (rating)	ϕ		
Headlight/Taillight Ratings	ϕ		
Ign. Coil Min. Spark Gap/Pri. Res./Sec. Res.	6mm	1.02Ω	6.0KΩ
Condenser Capacity	ϕ		
Point Gap /Spark Plug (type/gap)	ϕ / NGK B-8EV/0.6mm (.024")		
Timing (advanced) (retarded)	2.7 ± 0.15mm BTDC/ϕ		

the continuing adventures of

Motocross Cat

© Tony Bell



WANT ADS

CZ CZ CZ CZ CZ
1974 G.P. red frame — 400 MX, $999.00 in the crate. 250 MX — $949.00 in the crate. We will ship anywhere. City Cycle Center, Pico Rivera (213) 861-4139 or (213) 861-6217 (16)

1975 TZ 250cc
Water cooled R.R., $1995.00. City Cycle Center, 8423 Rosemead Boulevard, Pico Rivera, CA 90660. (213) 861-4139 or (213) 861-6217. (16)

'74 Montesa King Scorpion
Virtually a VR for the road. Call for list of extras. Lost job, must sell, $750.00. (213) 691-5950. (16)

360 enduro
'73, lowered frame, only 756 miles, very clean, $850.00. Call after 3:00 p.m. (213) 921-5880. (16)

'73 Yamaha SC500
Built to '74 specs. Perfect condition, desert ready, new 5" Curnutts forward mounted. New chain, new tires, K&N filter. Trick kit front end. $750.00. Call anytime — must sell. (213) 821-5362. (16)

Three rail bike trailer
1972, 13" rims, drop axle, $200.00. Whittier, California (213) 693-2970. (16)

Super fast 250 Honda
FRANKS modified frame, D-G porting, pipe, carb, Konis. $725.00/offer. (213) 963-4424. (16)

'72 Husky 450 WR
Excellent condition, Honda seals, 38 Mikuni, close ratio 4th & 5th gear, Arnaco shocks, extended swingarm. $750.00. (213) 443-3430. (16)

Kaw. 500cc, $250!! + many more!
Repairable. Also Kaw. 750cc, very fast, only $595.00! Yamaha 175cc, runs great, $225.00! Yamaha 125cc, $150.00! Montesa 250cc basket, $125.00! Plus 10 more super cheap bikes. (213) 357-3361. (16)

'73 YAMAHA 250 MX, extras, excellent condition, $600.00 or best offer. (714) 633-7802. (16)

1974 CZ 400 GP red frame
Cantilever suspension, fork kit, new chain, tires, cables and points. Extra sprockets, tools and tires, $770.00. (714) 495-6906. (16)

'73, 360 YAMAHA MX. EXCELLENT CONDITION, new top end. Trail ridden only, never raced, $625.00, best offer or trade for 250XL or 360 enduro. (213) 326-6110. (16)

'71 Suz. TS250-II (250 Savage)
Excellent condition (not junk). Many, many new parts installed. '75 tags. $400.00 cash or trade for TM125. (213) 925-5873 or (213) 537-0710 Ext. 54. (16)

BSA 500 MX wanted
Late model, basket or less engine, or frame. Have excellent 1970 350 Bighorn with 4000 miles for trade, or cash. (213) 376-5774. (16)

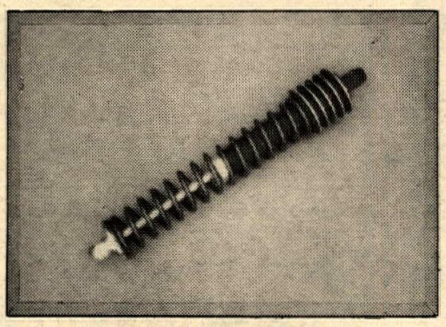
'73 Husky 125
Super clean, ridden very little, $650.00 — ? '71 Kawasaki 175 and 125 kit set for T.T. and flat track. Never raced, just rebuilt, $450.00 ? (213) 328-5591. (16/2x)

1973¾ Husky 125 CR
Sell for $725.00 or trade for CR 125, Honda — your trade must be as good as mine. Call anytime (805) 925-4848. (16)

Motorcycle trailer
3 rail w/storage box, $125.00. (213) 326-8892. 25514 Woodward Ave., Lomita, CA. (213) 326-8892. (16)

Yamaha MX clearance sale
MX 100A — $599.00. YZ 125B — $799.00. MX 250A — $899.00. MX 360A — $959.00. City Cycle Center, 8423 Rosemead Boulevard, Pico Rivera, California 90660. (213) 861-4139 or (213) 861-6217. (16)

Suzuki Dirt Bike Sale
1975 Suzuki TM 125, $699.00. '74 models — TM 100, $599.00. TM 250, $895.00. TM 400, $949.00. TS 125, $585.00. TS 250, $895.00. TS 400, $949.00. Suzuki of Van Nuys, 16141 Sherman Way, Van Nuys, California 91406. Phone: (213) 994-2800 or (213) 994-2882. (12/TFN)



6 inch travel suspenders
For Bultacos, C-Z, Honda CR-125 and 250s and other makes. 7 inches of rear wheel travel, no frame modifications, $79.50. Work's Performance Products, 20970 Knapt Street, Chatsworth, California 91311. (213) 998-1977. (16)

'72 Yamaha 250 MX
Good condition, $550.00 or best. (213) 241-2717. (16)

Attention: Limey dirt types
250cc Greeves MX3 with tube front end and Mikuni carb. Runs good — starts quick. I can't handle that L.H. shift! $275.00 or trade for old 500 Thumper. (714) 821-8298. (16)

Smuggler
85 gals. water, sleeps 6 — fully self contained — 20' automatic awning, like new condition. (213) 444-3512. (16)

CZ CZ CZ CZ CZ
400 CZ G.P. — $999.00. Will ship anywhere. City Cycle Center, 8423 Rosemead Boulevard, Pico Rivera, California 90660. (213) 861-4139 or (213) 861-6217. (16)

1972 Yamaha 360 MX
New piston, Boges, Flanders, Diamond chain, desert tank, super clean, $675.00. (714) 633-6832. (16)

'71 Suzuki TM 400
Full desert accouterments, very reliable and fast, $400.00. (213) 795-2613. (16)

1972 HUSKY 450, MOSTLY stock — trail ridden only. $850.00. (714) 840-1531. (16)

Desert Squirrels M.C.
are looking for new members! We are a D-37 desert racing club, family orientated where everyone participates. If interested, please contact — Norm — Rowland Heights (213) 965-4485. (16)

125 Honda
Ported, T&M pipe, 32mm carb, F.M.S., very clean. $600.00 or trade for SL 70 or A.T.C. and cash. (714) 897-5251. (16)

'71 BMW R75/5
Only 22,000 miles, sharp body, has Windjammer, and end bags. $2,000.00. (714) 623-7600. (16)

I love my nert - nert!
What is my nert-nert? Call (714) 963-4918, ask for Celeste. (16)

Excellent '74 Yamaha 250 YZ
CMC pro bike. Cantilevered shocks, 38 Mikuni, ported, 3 pipes, much more. Lost my job and can't afford bike anymore. Just take over payments. Days (213) 832-6844. (16)

'72 Bultaco Pursang 250
Mikuni, Wheelsmith pipe, Diamond chain, extras, very clean and reliable. $475.00. (213) 425-0097. (16)

$15/30/5 LIABILITY INSURANCE, (0-300cc's, $37) (301-500cc's, $68) (Over 500cc's, $89) (Medical payments, $2000 no deductible, $30). One year policies. (213) 295-4468 or CMIA, Box 4215, Inglewood, California 90309. (1/TFN)

Wanted
Parts manager assistant
Must have Honda experience. Full time, company paid benefits. Contact Ron Jackson, Honda Santa Ana, 301 West Warner, Santa Ana, California. (15/3x)

Husqvarna — Penton
Gigantic inventory sale. 20 to 30% parts and accessories. ONE MONTH ONLY. Hurry! While they last. Scuderia, 2419 Artesia Boulevard, Redondo Beach. (213) 542-1695 or (213) 542-1696. OPEN: 8:00 a.m. — 5:30 p.m. M-F. 10:00 a.m. — 4:00 p.m. Sat. (15/3x)

'70 Ossa Stiletto 250
Recently rebuilt, $275.00. (213) 422-4956. (16)

'71 B.S.A. B-50. Cerianis, Curnutts, Mikuni, big bore, big valves, light hubs, much more. Street or desert, $600.00. (213) 634-3015. (16)

Immaculate MX bike !!
1974½, 250 CZ GP Red Frame. Forward mounted Boge-Mulhollands, Tuned Mid-Valley pipe, 36mm Mikuni, custom MX seat, and all the lightweight extras. Over $2000.00 invested, asking $1100.00. Will deliver in L.A. area. Call after 6 p.m. (805) 485-5626. (15/2x)

'73 CYCLE TRAILER, 3 track automotive tires, heavy duty, ramp, '75 plates, $225.00. (213) 867-0407 or (213) 598-1949. (16)

Must sell KX250
1974 in very good condition. Shocks 45 degrees, Oury grips, different fenders. Asking $650.00 or best offer. Call (213) 869-3135 after 4:00 o'clock. (16)

'72 Suzuki TS250
Low mileage, super clean — light and trick — ports matched and polished. Set up for dirt — used twice, $500.00. (213) 860-5833. (16)

Cherry DKW 125
Meticulous, Curnutts front and rear, E.C. Birt down-pipe, PMC plastic tank, Preston Petty fenders, Magura power levers and quick throttle, new seat, Uni filter, Koba shift kit, Diamond chain, weighs 185 lbs., fast and reliable. Never raced, must see to believe, much money invested. $550.00. (714) 595-5403. (16)

Maico 450
Like new, never raced, still has original rear tire on it. Call Jerry Jardine days. Can be seen in Garden Grove. $975.00. (714) 893-7595. (16)

Broken ankle
V-75 Montesa, only 3 rides. Sacrifice $1,000.00 or '74 VR Montesa, $700.00. Both A-1 condition. (213) 342-9116. (16)

'74, 250 YZ
Excellent condition, new 4.75 tire, sprocket, new cylinder, piston, rings, Twin Air, Konis. Been in storage 6 months, now riding for shop. First $900.00 will take it. (714) 256-1915. (14/4x)

Showroom clean TM250
'72 Suzuki — perfect condition. Trick kit, front fork, Curnutts rear, Inter-am bars, DID rims, plastic tank. $400.00 or ? So primo you have to see it. (213) 573-5080. (16)

Sales Person
Who like money
Sell H.D. and Yamahas. Top money for top person. Usual benefits, plus profit sharing and retirement. See or write: Dick Hutchins, 2531 South Main, Los Angeles, California 90007. (213) 749-6235. (8/TFN)

Castrol "R" special price!
ONLY $1.95 Qt., "Bean Oil." The Real Thing. Limited Supply. See Us Today! RACE CRAFTERS / 7932 Sunset Boulevard / Hollywood. (213) 876-3600. (15/2x)

Yamaha road racer
'73 TR3 350, excellent condition, Fontana brakes, Konis shocks, Koeber ignition, Yamaha team colors, motorcycle is fresh, extras. (213) 598-2282 or (714) 826-6364. (14/4x)

Big reward for little 75cc
Honda stole out of truck in Texas Canyon, Saugus. Red handlebars, 72 tooth sprocket. No questions asked. David (713) OL 4-7374. (16/2x)

1975 Honda "XL410"
36mm Mikuni, ported, cam, torque eng. pipe, all Magura controls, not the typical XL350! Comes with all stock equipment — everything. Call between 8-5. $1,100.00. (213) 769-0422. (16)

'74 CR125 TRICK. Cantilever, 5 positions, 8" travel, new Boge shocks, hold 185cc, ported, carb head, heavy duty clutch. Must see to appreciate. $600.00. Evenings (213) 838-6588. (16)

*Triumph*parts*
Mail order. Bob Salmon, 20316 Cohasset No. 12, Canoga Park, California 91306. (16)

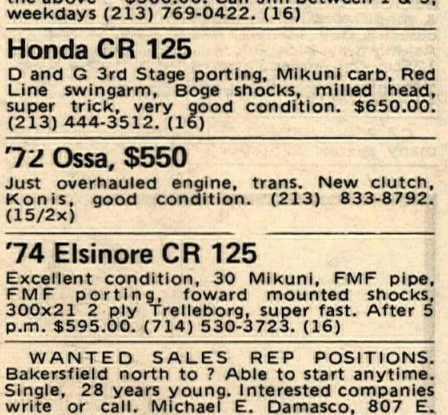
Can Am 250
Clean and fast, ready race, lost interest, $1150.00. (714) 874-3591. (16/2x)

Near new CR250 Honda
Excellent condition, ridden only 6 times, $800.00. After 6 p.m. (213) 391-7338. (16)

'72, 125 Penton
Excellent condition, Konis, ported, pipe reworked, milled head, Cross 4 R.W., Pettys, alloy rims, bars, Magura levers, Ourys, much more. $395.00. (213) 344-7860. (16)

Finisher Pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

$100.00 Over Dealer Cost
on most new Yamahas. Myserscough's Yamaha of Redland, 833 West Colton Avenue, Redland, California. (714) 793-2473 or (714) 792-2204. (8/TFN)



West Coast distributors
We have cutters for anything with values (especially motorcycles). Call or write for information, 1212 South Birch, Santa Ana, California 92707. (714) 541-5720. (16)

1975 Yamaha 350 RD
Brand new, 400 miles. Must sell, $950.00. Call (213) 425-2627. (16)

J.A.P. Speedway bike
Clean, race ready. $650.00 or 100cc cafe racer. Skip after 5:30 M-F (714) 838-1091. (16)

Kawasaki 350 triple, 1973
6000 miles, in excellent condition, recent tune-up, blue in color, "A super clean bike." (213) 342-0806 after 4:00 p.m. (16)

Maico 250 GP
Completely setup, all the Wheelsmith stuff. Brand new parts include: front & rear hubs, DIDs, & tires, Andre bars, air box, top end bearing & ring, primary chain, shifting cam & shifting forks. Spare parts include: engine, rear wheel with alloy sprocket, DID & 4:50 Metzeler, Elephant body, Konis, 2 pipes, tank, seat & many small parts. $1450.00. (213) 434-3939. (16)

'74, 175 Penton
Curnutts, skid plate, 3:50:21, tool bag and tools, etc. $650.00 firm. (213) 326-1012. (16)

Husky 450 — super clean
Curnutts, one of the really good (fast) ones. Ridden maybe 40 hours total. $845.00. Nico days (213) 937-7740, nights (213) 988-4114. (16)

**Wanted 3-rail M/C trailer
Must have clear title and registration for cash deal. Call Brad Brown (213) 287-3934. (16)

Husky parts, save $$
G.P. alloy tank — $45.00. Trickiest, thickest, seat — $35.00. D.H. reed & 36mm Bing assembly — $40.00. 12¾" Bilsteins (used once) — $75.00/whole bike — '69, 360 w/all the above — $500.00. Call Jim between 1 & 5, weekdays (213) 769-0422. (16)

Honda CR 125
D and G 3rd Stage porting, Mikuni carb, Red Line swingarm, Boge shocks, milled head, super trick, very good condition. $650.00. (213) 444-3512. (16)

'72 Ossa, $550
Just overhauled engine, trans. New clutch, Konis, good condition. (213) 833-8792. (15/2x)

'74 Elsinore CR 125
Excellent condition, 30 Mikuni, FMF pipe, FMF porting, foward mounted shocks, 300x21 2 ply Trelleborg, super fast. After 5 p.m. $595.00. (714) 530-3723. (16)

WANTED SALES REP POSITIONS. Bakersfield north to ? Able to start anytime. Single, 28 years young. Interested companies write or call. Michael E. Damasco, 807 E. Gerard, Merced CA 95340. (209) 722-6855. (16)

'73 Bultaco Alpina 350
1900 miles, new knobby, skid plate, high and stock bars, lights, sharp shape. $600.00, trade on Mk. 7 Pursang 250, 360. (805) 967-8088. (16)

WANTED "72" BULTACO ENGINE. Lobito, Alpina, Matador, wide ratio gear box. Also wanted 326cc Pursang cylinder and head. Please write or call. Michael E. Damsco, 807 E. Gerard, Merced, CA 95340. (209) 722-6855. (16)

'72 trick 125 Bul Pursang
Stored 2 years, cherry, $425.00. (714) 828-5691. (16)

'74, 250 Husky mag
Super clean — properly maintained and cared for. Needs nothing but rider — $1000.00. Eves (714) 968-3748. (16)

Speedway spectacular Jawa
Fresh engine, extra piston, crank pin and miscellaneous engine parts, gearing, 45 gal. alcohol, 5 gal. oil. $1150.00. Call evenings, Jay (213) 868-4065. (16)

Jawa '74, 350 Californian
Street, stock commuter special — rare. Creative engineering plus bedrock reliability. Extras. $365.00 or best offer. Ken (213) 455-2412. (16)

8½ inch travel kit
for Husqvarna fork legs. Kit includes dampening rods and fork springs. Late black legs, $48.95. Early grey legs, $78.95. Special modifications must be made for early bikes. Call for orders and information. Bill Saltzman's Imperial Motorsports (213) 337-6811. (15/2x)

Barum Moto-X Tires $$$
300/320X21-4 S9A/B @ $24.00 * 4.25X18-4 S25 ISDT @ $29.50 * 4.75X18-4 S25 ISDT @ $31.00 * Fgt. PREPARD * Check or M.O. * All tubes $4.50 * MITCO, P.O. Box 1856, Chattanooga, Tennessee 37407. (6/12)

Gringo dealer cost sale
350 MX, $1,095.00. 250 MX, $995.00. 250 FTX, $1,170.00. Yamaha parts will interchange. (814) 437-1115. (14/3x)

Lay down suspension!!!
For most Japanese bikes, $65.00 installed. Heli arc welding, steel and aluminum. Magna Flux and Zyglow inspection. G.S. Sigman Race Car Engr. (213) 830-4678. (15/4x)

1974 Greeves In The Crate
250cc — $1095.00. 380cc — $1395.00. Ship anywhere in U.S.A. Call (213) 764-8674. (12/6x)

Shoestring Wheel Works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

Want to get involved?
A petition is being circulated by Sodbuster's M.C. It will be sent to Governor Brown, Senator Tunney, and Senator Cranston TO KEEP THE DESERT OPEN. Get involved and sign it. (714) 995-3588. (15/2x)

Trade MXer for trials bike!
'73 Honda 250 Elsinore, new Redline swingarm, Boge shocks, eng. & trans., seat, Skyway silencer, all new paint. Looking for a 250 or TL-125. Call Fulton (213) 264-5400. (16)

'73 MAICO RADIAL 400. Super deal — super bike and lots of extras for super price. Firm $800.00. Only the serious should inquire. (714) 373-4701. (16)

'72 YAMAHA 100 MX. Very fast, super clean, runs great, plastic tank, PP fenders, Konis, raced once. Well taken care of. Must see, must sell, $350.00. (213) 457-3084. (16)

'74 CZ new out of crate, $800
School forces sale, ridden one time, fast, reliable bike. Hurry, this baby will sell, don't wait. (714) 724-7891. (16)

'74, 125 YZ
F.M.S., CZ air box, Skyway. Only $495.00. (805) 967-1993. (16)

"CZ parts"
'72, 250cc engine in xlnt./condition w/Mikuni & reed valve, $175.00. Frame, $100.00. Forks, $75.00. Must sell. (213) 796-2194. (16)

'73 — 125 HONDA TRIALS — Excel. cond., good dirt bike. $475.00. (714) 528-1817. (16)

Limey aficionados!
For sale: Freshly overhauled 1969 Triumph Trident. Must sell quickly. $900.00 or best offer. Very solid bike. (714) 653-2006. (16)

Monark 50cc special! 1974
Beautiful condition, a true winner, 60cc stock & modified mini classes. Pure stock, excellent desert & trail. Many extras. If new, $700.00 — Asking only $450.00. Must sell, owner buying 125cc. Call collect after 4:00 p.m. if serious. Ask for Greg will consider offer! (805) 255-1671. (16)

CZ 250 5 SPEED, '73, excellent condition, many extras, $750.00. (714) 830-5188. (16)

750 Rickman Honda CR 1975
Brand new. (213) 829-4060, eve. (213) 820-5132. (15/2x)

1973 Husqvarna 400 CR
Moved up shocks, Pro Fab swingarm, Koni shocks, extra dez tank and skid plate, very trick. $895.00. (213) 444-3512. (16)

WANTED 400 WR HUSKY. Like new '71 DKW, $325.00. (213) 696-3044. (16)

Mechanic wanted
Kawasaki of Pomona needs an experienced Kawasaki mechanic. Ask for Dave in service department (714) 623-1204. (16)

'73½ BULTACO 350 PURSANG, $750.00. Dunebuggie & trailer, $800.00. (213) 337-6343. (16)

'74 Bultaco Pursang
Forward mounted Koni shocks, one ride on new top end, very clean and very fast. Injury forces sale, $900.00. (213) 347-2961. (16)

1974 Can-Am 125 MX
Trick, forward mounted Bilsteins, DID rims, Magura controls, Trelleborgs, Gary Jones pipe and barrel work, 183 lbs. dry, spare tank, tools, great condition, $700.00. (714) 832-3906. (16)

Maico 450cc 1974
Kept in storage. Best offer over $1,000.00. (714) 794-1771. (16/2x)

'75 Husky CR250 GP
Raced only, $1600.00. Also 1973 Husky 250 WR, mag, swingarm, Curnutts, Mikuni, DID, skid plate, Filtron, new chain and fenders, $700.00. Being transferred, must sell. (714) 246-5620. (16)

Lightning quick VR factory
set up Montesa V.R. All the good things, better 'n new, $850.00. (213) 645-7112. (16)

'73 Yamaha 100
YZ tank and fenders, moved up shocks, fast, clean, extras, $400.00. (714) 893-9568. (16)

NORTON DUNSTALL 750 cafe racer. 1971. All extras, 6400 miles, factory built, imported by me when new. Unmatched beauty, speed and handling. $1250.00. (213) 391-3666. (16)

175cc Yamaha MX "73"
Like new, ridden 5 times, best offer. John home (213) 979-0385, work (213) 754-5159. (16/2x)

'74 Yamaha 175 enduro
Street legal, wife's bike, 750 miles, excellent condition, like new. $575.00. (213) 676-6528. (16)

'73 CR125 Honda & DKW 125
Elsinore, rebuilt engine, ported, D.G. radial head, Filtron, skid plate, $575.00. Hornet MX, ported, Torque chamber, Girlings, Filtron, $375.00. Both bikes good condition & super fast. (805) 942-9980. (16)

Hodaka 100 5-speed
Raced as a T-T bike. Excellent dirt bike, complete extras, reliable & light weight. $210.00 or best offer. Call (213) 276-4412 or (213) 454-5890. (16)

Trade CZ for trials
'72, 250, Mikuni, FMS, DIDs, plastic everything. Alum. bars, J&H pipe, more. Fast, light & excellent condition. Many extra parts. $700.00 or trade for Yamaha or Honda trials bike. (213) 368-1598. (16)

YZ 250B monoshock
Frame w/shock assembly, seat, tank, etc. $450.00. Complete engine, $500.00. Everything brand new — not even started. After 6:00 please (303) 986-0571. (16)

KIRK BASSETT

Koni GP aluminum shocks, $110
Springs, $10.00 + tax + $1.00 handling. (213) 887-1619. (16/2x)

50cc road racers
One complete, ready to race. Also complete basket case. Many spares. Both A.F.M. winners. A.M. or after 6 p.m. (714) 986-6132. (16)

CZ-380 — MIKUNI, CURNUTTS, Honda fork seals, elect. ignition. Heavy rear spokes, and more. $895.00 or best. (213) 254-9098 or (213) 254-1306. (16/4x)

Yamaha 125, save $300
'73 enduro — 150 miles, showroom condition, elect. start., Buddy seat, '75-'76 license. Never in dirt. First $550.00 takes. '68 Benelli 50cc, 1000 miles, street licensed, $100.00. (714) 637-7492 after 5 p.m. (16)

MX boots
Honda line size 8, $45.00. Big Johns, size 9½, $25.00. (213) 333-9139. (16)

Stronger than dirt!
'71 Greeves 250 desert veteran. Leading link, 34mm Mikuni and wall-to-wall Curnutts. Ready for race or cowtrail, $350.00. (714) 552-1728. (16)

Wanted
250 American Eagle. Prefer running condition, reasonable price. Call after 5 p.m. Other makes considered. (213) 370-8887. (16)

Bultaco Mark 6 Pursang 250
Absolutely as new, head never off, on original tires, has sat in garage since owner moved to Hawaii. First $750.00 cash takes, call for details. (714) 737-4904. (16)

'74 YZ 125
Ridden for play only, stock, immaculate, must see. $525.00. (714) 688-4378 or (714) 783-0741. (16)

'66 BSA 441cc VICTOR, very few miles since complete top and bottom overhaul. Street/dirt. Will be CLASSIC! $325.00. (213) 353-2340. (16)

New Suzuki RL 250 trials
Steal it for $700.00. (714) 243-4665, Private party. (16)

'71 Bultaco Sherpa T 250
Very clean and reliable, super Plonker. Asking $390.00. (213) 866-1338. (16)

'75 CR 125 parts
New G.P. pipe, $25.00. Radial head, $20.00. 29 Kehin carb., $10.00. Call mid day or late eve., Newport Beach (714) 673-8773. (16)

Trackmaster Bultaco frame
Complete with wheels, forks, seat, tank. $550.00 or best offer. (714) 882-5311. (16)

Wife says the bike goes!!!
'73 Honda Elsinore, fast, clean and reliable. Fun and Fast skid plate, K&N filter, $800.00. (714) 795-3340. (16)

Help wanted — parts person
Modern dealership, Honda, Yamaha, Maico, BMW, Triumph. Northern California location. Ask for Steve (707) 422-3150. (16/4x)

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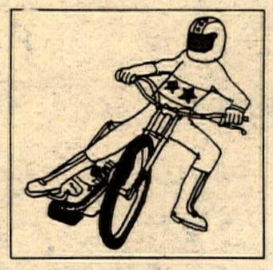

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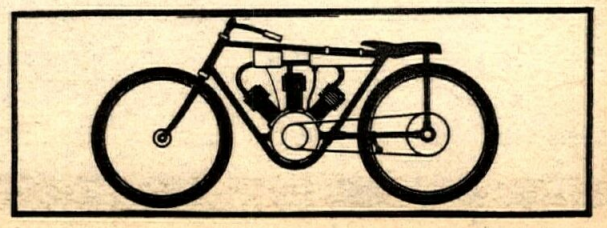

Our writers are also riders!

The famous Cycle News West Team of Lame Camel and Hunt N' Peck continues to score incredible victories against determined opposition.

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Lame Camel, already famous for his winning of the Bengt Pennon Parisian Plaster Award, has recently added the coveted "Howling at the Moon" trophy to his showcase aboard his luxury yacht anchored in a remote swimming pool somewhere south of Thermal. Camel has also been awarded the "Griffith Park Backside Sliders Medallion" with two "Pucker Clusters" for his inspiring performances aboard numerous test bikes while negotiating the hazards of the observatory parking lot.

Lame Camel's peers in the cycling realm has not let his immense talent go unnoticed or unrewarded. On April 16 last he was nominated for and subsequently won, by an overwhelming majority, the coveted "Half Ass Award," an accolade few others can claim.

As for "Hunt 'N Peck, his conquests are many and far too numerous to name here. "Suffice it to mention his most recent award. Locked in fierce competition with the very best writer/riders in the country during a wring-em-out-and-hang-em-up-to-dry session at Indian Dunes, Peck emerged from the fray the proud bearer of the "Second to Last Place Winged Victory" trophy.

Proof Positive, that our writers are also riders!